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Phalguna 7, 1880 (Saka)

LOK SABHA DEBATES

Seventh Session
(Second Lok Sabha)

सत्यमेव जयते

LOK SABHA SECRETARIAT
New Delhi

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N.B.—The sign + marked above a name of a member on Questions, which were orally answered, indicates, that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Thursday February 26, 1959/Phalguna 7, 1880 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Ceiling on Urban Income

*663 **Shri Rajendra Singh** Will the **Prime Minister** be pleased to state

(a) whether it is a fact that nearly one hundred Members of Parliament handed over a memorandum to the Prime Minister urging effecting of ceiling on urban income simultaneously along with the ceiling on land in the country-side

(b) whether the Prime Minister turned down suggestions of the M P s, and

(c) if so the reasons therefor?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan) (a) Yes

(b) and (c) The Prime Minister agreed with the broad principle that there should be no discrimination and that our policy should aim at promoting progressively equality of opportunity But he felt that this could not be achieved by the method suggested He further made it clear that no ceiling was proposed to be placed on incomes in rural areas What was being done was to place a ceiling on the holding of land which was an entirely different thing With better agriculture there would be greater production and higher incomes, and also it was proposed to have small cottage industries in rural areas Urban, industrial or professional incomes are usually dealt with through taxation

All progress depends on greater production and on the growth of science and technology Every step, therefore, that is taken must keep this in view

Shri Rajendra Singh: The Prime Minister has agreed that there should be a ceiling on the holding of land Naturally it means whether you agree or not

Mr. Speaker We are not arguing it here What is the question?

Shri Rajendra Singh My question is if a ceiling is to be imposed on the rural side, then a ceiling on income on the urban side should also be imposed May I know whether the Prime Minister wants to impose it progressively or he wants to do it simultaneously?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru) Sir it is rather a complicated question As a matter of fact, I endeavoured in the written answer, which was read out, to deal with the broad aspects of the question If I may say so, I repeat again, the objective is one on which there is agreement Normally, there should be no discrimination, but the manner of reaching it is not hard and fast and simple method One has to keep in view that while aiming at that progressively less discrimination one does not allow the productive apparatus of society to suffer

Shri S M. Banerjee. Sir, there are wide gaps between the various income groups in the country May I know

whether there are any proposals to bridge these wide gaps?

Shri Jawaharlal Nehru: Normally, these gaps are bridged by a variety of processes; chiefly, various types of taxation

Shri Bimal Ghose: The Prime Minister stated that there was broad agreement as regards objective, but in the answer it was suggested that the method was not favoured I do not know what was the method suggested If it is a ceiling on urban income, may I say that the Taxation Enquiry Commission had examined that question and proposed a ceiling Therefore, I should like to know why the Prime Minister thinks what the Taxation Enquiry Commission has thought possible is not feasible now?

Shri Jawaharlal Nehru I am sorry, Sir I have no recollection of the exact phrasing of the Taxation Enquiry commission's Report Unless I have it before me, I could not answer this question

Shri Braj Raj Singh. May I know whether in the distant or in the near future there are any proposals for having any ceiling on the urban income?

Shri Jawaharlal Nehru. I have not personally considered it I cannot rule it out, any way, because we consider these matters from time to time I do not personally consider that a ceiling as such is feasible, but a reduction of the income to bring it to some ideological ceiling, of course, we can always try But to say, for instance, that this is income and nothing more, I think, is not feasible without doing some injury

Shri Tyagi: Will the Prime Minister please make it quite clear that while placing a ceiling on the holding of agricultural land in the rural areas, Government do not mean to put a ceiling on the income of villagers or the residents of rural areas as such?

Shri Jawaharlal Nehru: That is exactly what has been made quite clear In fact, I will make it again clear that there is no question of a ceiling on income In fact, all the processes are so as to add to that income, both by greater production on land and by the development of industry which may become part-time industry of the people who own the land

Some Hon. Members *rose*—

Mr. Speaker: Order order We will go to the next question All hon Members may discuss this matter during the General Budget

Exports to Burma

*664. { Shri S C. Samanta.
Shri Subodh Hansda
Shri R. C Majhi:
Shri Ram Krishan.

Will the Minister of Commerce and Industry be pleased to state

(a) what are the main articles of export to Burma from India

(b) whether it is a fact that the export of some of these articles has dwindled in the year 1958, and

(c) if so, the reasons therefor?

The Minister of Commerce (Shri Kanungo) (a) to (c) The main articles of export from India to Burma are cotton textiles, jute manufactures, fish and fish preparations and coal It is true that the export of some of these articles has been on the decline The main reasons of decline in India's export to Burma during 1958 were the restricted import policy in Burma, overstocking of textiles, the Burmese foreign exchange difficulties Burma's bilateral trade arrangements have also had an adverse effect on our exports to that country

Shri S. C Samanta: From the statement I find that one of the reasons of decline is foreign exchange difficulties in Burma May I know whether in the agreement that we

have concluded with Burma it is said that payments for sale and purchase of commodities shall be made in Indian rupees?

Shri Kanungo: Indian rupee, as far as Burma is concerned, is foreign currency. We have tried to help Burma and help ourselves by having an agreement which provides beyond the normal trade a certain amount of sale and purchase.

Shri S. C. Samanta: May I know whether this agreement is bilateral with Burma?

Shri Kanungo: Yes, it is bilateral.

Shri Ram Krishan: From the statement I find that the export of some of these articles has been on the decline. May I know the names of these articles?

Shri Kanungo: It is mentioned in the statement. They are textiles, jute and fish.

Shri Jaipal Singh: The hon. Minister has been pleased to say that we are helping ourselves also by this deed. May I know the situation with regard to tea? Has it in any way altered since my question last year, because last year the position was that Burma was drinking only Ceylon tea taking all the money from us but not using our tea? I want to know whether the situation has changed.

Shri Kanungo: Tea has not been entered in the agreement at the moment, because there are more important things like coal and others.

Shri Damani: May I know whether Burma was allowed to purchase textiles and other goods from our country under the assistance from America under PL 480; if so, the quantity purchased under this plan?

Shri Kanungo: The agreement has just been concluded and I have not got the figures of quantities that have been exported under PL 480; but that is a process which has been agreed upon.

Shri Muhammed Elias: Burma was one of the very big markets for ready-made garments of India. After independence that market has absolutely closed, as a result of which thousands of tailors have become unemployed in West Bengal and other parts of India. May I know whether Government is thinking of re-opening this market?

Shri Kanungo: Textiles include ready-made garments, but you must remember that Burma is also developing its own production of textiles of all sorts.

Shri Hem Barua: Since the barter trade agreement that was arrived at between the two countries last April is coming to an end, may I know what steps the Government has so far taken to increase the imports from Burma in order to effect the progressive elimination of the debt that that country owes to this country?

Mr. Speaker: That is a suggestion for action.

Shri Ramanathan Chettiar. Inasmuch as Burma has been a very good market for our country and in view of the declining trend in our export to Burma, what concrete steps Government are taking to increase the export of textiles, particularly handloom goods?

Shri Kanungo: As I said, under the protocol which has just been agreed upon, it is expected that textiles, coal and fish and other items will progressively be exported to Burma subject to its own limitations by import control. We must bear in mind that the traditional exports to Burma have to decline to a certain extent because the productive capacity of that country is also increasing.

Shri Tangamani: May I know whether the Government will consider the question of importing more rice from Burma to help them to get over this adverse balance?

Shri Kanungo: We are already importing rice. But our policy is to re-

duce the rice imports as far as possible.

Shri A. K. Gopalan: Burma was a good market for prawns from Kerala. May I know the present position?

Shri Kanungo: Prawns is showing up a little bit.

Shri Jaipal Singh: May I seek further clarification about prawns?

Mr. Speaker: Are we going into very detail?

Shri Jaipal Singh: It is a very promising article for foreign currency. I find that it has jumped up from a value of Rs. 45 lakhs to about Rs. 146 lakhs in 1957. May I know whether this particular export had been developed in hard currency areas? This refers only to Burma.

Shri Kanungo: Markets for prawns are being developed in the hard currency areas. As a matter of fact, U.S.A. is taking more and more prawns and frog meat.

Scheme for Precast Housing

*665. **Shri Radha Raman:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government have completed any scheme with German assistance for precast housing;

(b) if so, what are its principal details;

(c) what is the nature of the German assistance; and

(d) when the scheme is expected to be implemented?

The Minister of Industry (Shri Manubhai Shah): (a) to (d). Government have no scheme for precast housing as such, with assistance from the Government of the Federal Republic of Germany. There is, however, a scheme for using certain precast concrete parts manufactured by the Hindustan Housing Factory in the Workshop sheds to be constructed for housing the Prototype Production-cum-Training Centre at Okhla, which is being established with the assistance of the Government of the Federal Republic of Germany. According to the design for these workshop sheds, the main columns would be cast *in situ*. The Subsidiary columns, beams and purlins would be of precast pre-stressed cement concrete. The roof will consist of precast reinforced foam concrete slabs to be covered by weather-proof and heat resisting coatings. The frames for the doors and windows are also proposed to be precast.

According to the agreement with the Government of the Federal Republic of Germany the plans for the various buildings and the architectural details thereof are to be supplied by them at their own cost. The construction of the work is to be undertaken by the National Small Industries Corporation. The construction work for the centre is expected to begin some time in April and completed by the end of the year 1959.

Shri Radha Raman: May I know whether Government has examined the question whether the pre-fabricated houses which will be coming out as a result of this scheme will be suitable for the tropical climate and also whether they will be cheaper?

Shri Manubhai Shah: Yes, Sir. Both these points were examined, particularly with respect to the Indo-German venture in Okhla, and when our technical team visited West Germany they were highly satisfied with the economy aspect as also the adaptability for an industrial enterprise like this.

Shri Radha Raman: May I know whether the Works, Housing Ministry will be using some of the products which will be coming out of this Factory? Has there been any consultation with them?

Shri Manubhai Shah: All the precast is going to be manufactured by the Hindustan Housing Company. After its utilisation is watched at the proto type centre, if it is considered

satisfactory certainly there is an idea to extend its utilisation elsewhere also.

Shri Radha Raman: May I know whether the Government has in view any proposal to spread over such ventures in different parts of the country or will it be, for the time being, at particular places only?

Shri Manubhai Shah: This is the first major experiment and once it succeeds and we know the results thereof the further extension will be considered.

Shri M. R. Krishna: May I know whether all the articles required for this building will be found locally or some articles will be brought from other countries?

Shri Manubhai Shah: We will have all articles locally

Jeep Case

*666. Shri Ram Krishan:
Shri Vajpayee:
Shri Vidya Charan Shukla:
Shri Kistaiya:

Will the **Prime Minister** be pleased to refer to the reply given to Starred Question No 298 on the 28th November, 1958 and state:

(a) whether the hearing of Jeep case has commenced in the U K; and

(b) if so, the progress made in the hearing of the case so far?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon: (a) The hearing of the jeep case has not yet commenced.

(c) Does not arise.

Shri Ram Krishan: In reply to a previous question the same reply was given. May I know the difficulties in fixing a date for the hearing?

Shrimati Lakshmi Menon: Naturally, the reply to the previous question was also the same because no progress has been made since the reply was given last time.

Shri Vidya Charan Shukla: Are the Government considering the feasibility of settling the jeep case outside the court and, if so, what are the reasons?

Shrimati Lakshmi Menon: The matter is *sub judice*. So, I do not think it is proper to delve into the matter further.

Shri Vidya Charan Shukla: May I know whether it is a fact that the Government of India have sought the legal opinion of some attorneys about this case and, if so, what opinion has been expressed by the British Attorney-General, Sir Frank Soskice?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Naturally, the Government of India received legal opinions from eminent counsels; we also consulted the Attorney-General here and proceeded on the basis of the advice given by them It is actually difficult from time to time to say what their opinion is or what advice they tendered..

Shri Vidya Charan Shukla: What was the opinion of the Attorney-General?

Mr. Speaker: I am not going to allow it.

Shri Tyagi: Has the contracting firm applied for liquidation and, if so, what is the list of the partnership?

Shri Jawaharlal Nehru: I could not exactly say; it is a complicated case. But it is, I think, broadly true that one party concerned, or maybe more, are not prosperous.

Shri Tyagi: I wonder if the Government has gathered information as to whether one of the firms against whom this litigation is going on have come forward with their application for liquidation and, if so, I want to know the names of members of the partnership.

Shri Jawaharlal Nehru: I have not got that information I have a vague idea that some of these firms have either applied for liquidation or something I could not give the names of the partners off-hand this way I do not know But what I wish to say in answer to the previous question is—the hon Member wanted to know what is the advice tendered by the counsel—that it will not be quite suitable or fitting for me to give the House the advice given by counsel in regard to a case that we are conducting

Shri Hem Barua: May I know whether it is a fact that our Defence Minister on his way to U N O examined the file of the case in London at the High Commissioner's residence and, if so, whether the Defence Minister has communicated his reaction to this Government?

Mr. Speaker. I am not going to allow this question A person who was responsible for this at one time may, on behalf of the Government, look into all those things on his way up or down

Shri Jawaharlal Nehru: I cannot say whether the Defence Minister examined a file on a particular date But naturally in the past, not recently, we have asked the Defence Minister to see the papers and to tell us what his views are about facts We naturally ask that from time to time The matter is so old, seven, eight or nine years, that it is not very easy to recall minor things of what one has done

Boundary Disputes

*667. **Shri Rameshwar Tantia** Will the **Prime Minister** be pleased to state

(a) whether it is a fact that a new dispute has arisen with Pakistan regarding Char Baiddayanathpur in Rajshahi (East Pakistan),

(b) whether it is also a fact that Pakistan has protested on the establishment of Indian Army posts in this area, and

(c) if so, what steps have been taken to refute the claim of the Pakistan Government on this area?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c) On 26th December 1958, the Government of East Pakistan alleged that Indian authorities have violated an agreement between the District Magistrates of Murshidabad and Rajshahi by establishing a new Border Outpost in West Baidyanathpur It was explained to the Pakistani authorities that the new Border Outpost in the Char was entirely within Indian territory The Indo-Pak boundary in this area has been adjusted on the 15th January, 1959 in accordance with the Prime Ministers' Agreement

Shri Rameshwar Tantia. May I know the progress that has been made in the demarcation of boundaries between East and West Punjab and East and West Bengal? What are the difficulties in the matter of demarcation?

Shri Sadath Ali Khan. It is a separate question

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): We have given from time to time exact figures about this I have not got the figures here This question has been answered repeatedly

Shri Hem Barua May I know whether the boundary in this area according to the Bagge Award in 1951 was the middle of the river as it flowed then and then the dispute arose over the change of the course of the river? If so, has it been impressed upon the Government of Pakistan that the territory legitimately belongs to India and not to Pakistan?

Shri Sadath Ali Khan: I would like to explain this This dispute has been settled by the Bagge Award and the boundary has been demarcated But, there are one or two complicating factors One is that this riverine area remains under water for a fairly long

period during the flood season. When the water recedes after the flood season, numerous Char lands are thrown out and these areas and the location of other Char lands change every year. These raise difficulties as it is not always clear whether the newly formed Char lands fall in India or in Pakistan. These Char lands are very fertile and therefore both sides are keen to take possession of them with the result that disputes and clash arise sometimes

Shri Tridib Kumar Chaudhuri: Is it in the knowledge of the hon. Parliamentary Secretary that the Bagge line of 1951 is a fixed line and howsoever the river may change its course, our right over the Char lands always remain permanently. Why should there be any difficulty about it?

Shri Jawaharlal Nehru: It is perfectly true But that argument applies bothways

Shri Hem Barua: In view of the fact that Pakistanis are allowed to occupy our Char lands in the Surma sector and we have not dislodged them, why is it that we have allowed the Pakistani people to challenge our occupation of these Char lands at Baiddayanathpur which legitimately belongs to us?

Shri Jawaharlal Nehru: The hon. Member says why we have allowed them to challenge it. We cannot prevent anybody from challenging anything and from saying wrong things which have no basis in fact In this particular matter to which this question relates, the question was settled in our favour and there the matter ends now whatever the past might have been.

Shri Rameshwar Tantia: The boundary disputes and firing by Pakistani army is so frequent What concrete steps are we taking to stop this for ever?

Mr. Speaker: It was put yesterday. Hon. Members hereafter will think for themselves what concrete steps may be taken and suggest them during the general debate.

Shri Tyagi: One important question arises with regard to firing. To those who are killed or damage is done to property, in the area, is it the policy of the Government to give some compensation?

Shri Jawaharlal Nehru: Yes. Fortunately, such casualty and damage has been very little in spite of heavy firing. If I remember aright, one woman has died. Naturally she has been helped. Some damage has been done running into a few thousand rupees. The Assam Government in fact primarily gives help. If necesary, the Central Government will do so also.

Shri Hem Barua rose—

Mr. Speaker: Next question. I have allowed four questions.

Shri Hem Barua: May I make a humble suggestion?

Mr Speaker: Order, order; this is an endless question. Every day it is coming.

Shri Nath Pai: Because firing is endless We do not make the firing.

Mr. Speaker: I agree.

Shri Hem Barua: May I know whether the Government propose to send a delegation of Members of this House to see this area . . .

Mr. Speaker: Order, order. I am not going to allow. Hon. Members will think over during the general debate and suggest many courses of action.

Shri Nath Pai: You are passing everything to the general debate

Mr. Speaker: I am allowing 4 questions, 5 questions, 6 questions. I am not shutting out merely. If further elucidation is necessary or suggestions are sought to be made, let them be made during the general debate. Or I will keep quiet not allowing them any opportunity at any time. Is that the alternative?

Shri Nath Pai: A litle margin is allowed.

Paper and Pulp Machinery

***668. Shri Shree Narayan Das:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No 221 on the 25th November, 1958 and state

(a) whether the scheme for the manufacture of paper and pulp machinery in India has since been received;

(b) if so, the important features of the scheme,

(c) the amount of capital involved and the capacity of the plant contemplated to be set up, and

(d) how the total capital would be shared between the Swedish firm and the Indian firm?

The Minister of Industry (Shri Manubhai Shah): (a) to (d) An application has been received from the Indian firm for licence under the Industries (Development and Regulation) Act, 1951, for the manufacture of paper and pulp machinery of approximately 50 tons capacity per day, with an ultimate capacity of 2 complete paper plants per annum The total capital required for the scheme is said to be Rs 70 lakhs The terms of collaboration with the Swedish firm, which among others, provide for investment bv the foreign firm, are yet to be finalized between the parties

Shri Shree Narayan Das: May I know the place where the firm is going to be started?

Shri Manubhai Shah: Jamshedpur

Shri Shree Narayan Das: May I know the time by which the application will be finally considered?

Shri Manubhai Shah: I think within the next few months

Shri Damani: May I know what is the present requirement of paper and pulp machinery plant by the end of the Second Plan and whether it will be profitable to manufacture a single plant for paper and pulp and if not, whether any item is going to be added?

Shri Manubhai Shah: A string of questions have been coupled into one. The requirement of paper and pulp machinery in the Second Plan is about Rs 35 crores, of which practically, Rs 22 crores have already been covered The annual requirement comes to about Rs 4 or 5 crores. This plant, if it goes into full production will be producing about Rs 2½ crores worth of plants

Shri Dasaratha Deb: In view of the availability of bamboo in plenty in Tripura, may I know whether the Government is thinking of examining the starting of pulp industry in that particular territory?

Shri Manubhai Shah: Again, this is a different question But, as the hon Member evinces interest, we are trying to see that the country becomes self-sufficient in the manufacture of all chemical and mechanical pulp required for the paper industry and rayon industry

Shri P G Sen May I know if the jute committee has asked for any machinery to manufacture paper pulp out of jute sticks?

Shri Manubhai Shah: This again is regarding machinery But, jute sticks, particularly mesta sticks are an important ingredient of wrapping paper and inferior cardboards

सेठ गोविन्द दास क्या इस प्रकार की कागज की मैशीनरी और दूसरी भी जिन मशीनरियों की हमारे उद्योग धन्धों की आवश्यकता होगी उन सब को बनाने के लिये सरकार किसी बड़ी योजना पर भी विचार कर रही है ?

श्री मनुभाई शाह जी, नहीं फिलहाल तो ये जो योजनायें हैं ये प्राइवेट सेक्टर की ही हैं । और कुछ छोटे छोटे, मध्यम कक्षा के, प्लाट्स के लिये भी सोचा जा रहा है ।

Shri Heda: May I know whether it is a fact that certain chemicals required for pulp are not being imported in time and are not being properly distributed and therefore we are allowing import of enough quantity of pulp, thereby losing more foreign exchange?

Shri Manabhai Shah: No, Sir.

श्री भक्त दर्शन : मैं यह जानना चाहता हूं कि यह इतना महत्वपूर्ण विषय है तो इसको सार्वजनिक क्षेत्र में क्यों नहीं लाया जा रहा है ?

श्री मनुभाई शाह : बहुत सी मंशीनरी है। हम हर किस्म की मैशीनरी को अपने हाथ में नहीं ले सकते और बहुत से इंजीनियरिंग कारखाने है जो इनको अच्छी तरह से बना सकते हैं।

Shri Jaipal Singh: Will this project meet the needs of the Third Plan in this particular regard, because, the Second Plan, I understand the Minister to have said, would make us self-sufficient? Has he taken into reckoning the requirements of the Third Plan?

Shri Manubhai Shah: The Third Plan is being framed. All the machinery requirements of the Third Plan are under consideration. As I have had the privilege to inform the House several times, it is our earnest desire to see that the country becomes self-sufficient more or less in all the broad categories of machinery by the end of the Third Plan.

Exports

*669. **Pandit D. N. Tiwary:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any appreciable increase in the export of those commodities on which the Railways have allowed 50 per cent rebate on freight paid on consignments booked to ports for export, has been effected;

(b) if so, to what extent; and

(c) whether the manufacturers want further rebate in those commodities?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). 50 per cent rebate on Railway freight has been allowed in respect of nine items with effect from the 5th December, 1958 only. It is too early to make any assessment of the effects of the concession on export of these commodities.

(c) No manufacturers have so far approached the Government in the matter.

Pandit D. N. Tiwary: May I know what are the nine commodities which have got this rebate?

Shri Satish Chandra: Motor vehicle batteries, dry cells and batteries, oil pressure lamps, hurricane laterns, files, bicycles, textile machinery and parts, fruit and vegetable preserves, and wood screws.

Pandit D. N. Tiwary: May I know whether in cycles that have been allowed 50 per cent rebate in freight, there has been any appreciable increase in export in these two months?

Shri Satish Chandra: This concession was given only in December and statistics are not available. It will be too early to assess now the effect of this concession. It will be possible only after a year or so.

Shri Tangamani: In view of the fact that freights have increased after the new freight structure was introduced in October, 1958, may I know whether concession will be extended to these articles even though they are not meant for export as in the case of handloom and matches because matches have been considerably affected after October, 1958?

The Minister of Commerce (Shri Kanungo): No, Sir. These items do not come in the privilege of freight concession.

Mr. Speaker: He says, even for internal consumption, the prices are high and a similar concession may be shown.

Is there any proposal?

Shri Kanungo: No, Sir. There is no proposal like that.

Shri Vidya Charan Shukla: May I know on what basis these nine commodities were selected for this concession, and whether Government are considering to give such concession to such foreign exchange earners as manganese and other mineral exports?

Shri Satish Chandra: The case of manganese ore is under consideration. Nine commodities were selected because the data regarding these was readily available from the Tariff Commission's report, and we could find out straightway that these items could be exported provided the concession was given. Other industries have to make out a case to get this concession.

Shri Vidya Charan Shukla: Do I understand that Government did not have the factual data about manganese and other minerals?

Mr. Speaker: They are considering.

Shri Satish Chandra: I said the case of manganese is under consideration.

Pandit D. N. Tiwary: My question has been partly covered. I want to know whether the manufacturers of other commodities have approached the Government for a similar concession or not.

Shri Satish Chandra: Yes, Sir. Many requests have been received from manufacturers of other commodities. The Export Promotion Councils and the Commodity Boards are also suggesting some concessions, but they have to make out a case. They have been asked to give all the date and to prove that by reduction of freight rates, they will be able to export a particular commodity.

Demands of Singareni Collieries Workers' Union

***670. Shri T. B. Vittal Rao:** Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Starred Question No. 875 on the 11th December, 1958 and state whether a decision has since been arrived at on the application of Singareni Collieries Workers' Union, Kotagaudium, Andhra Pradesh for reference to an industrial tribunal of the introduction of gratuity scheme and grant of conveyance allowance to the employees of Singareni Collieries Company Ltd.?

The Deputy Minister of Labour (Shri Abid Ali): According to the decision of the Industrial Committee on Coal Mining, the question of gratuity to workers in the mines has been linked up with the consolidated social security scheme about which investigation is in progress.

Shri T. B. Vittal Rao: There are two items for reference to adjudication. One is gratuity, and since the management of Singareni Collieries have already acceded to the grant of gratuity, may I know what decision has been arrived at with regard to the conveyance allowance?

Shri Abid Ali: Regarding conveyance, there were conciliation proceedings and the officer reported that the management have agreed to sympathetically consider the request from the workers for grant of advance for the purchase of cycles and some other items, and therefore my feeling was that this item was not pressed.

Shri P. C Bose: How far away do the labourers live from the colliery, and what conveyance do they have now for coming to the colliery?

Shri Abid Ali: That information is not here, but what the conciliation officer has reported is that the number of buses is being increased, and also the railway authorities will be requested for introduction of workers trains.

Shri T. B. Vittal Rao: The question is: what is the decision of the Government on the application submitted by the union for adjudication; whether they are going to refer it or not.

Shri Abid Ali: No, Sir.

Contribution to Provident Fund

*672. **Shri S. M. Banerjee:** Will the Minister of Labour and Employment be pleased to refer to the reply given to Starred Question No. 1338 on the 17th September, 1958 and state:

(a) whether outstanding dues as arrears of land revenue against the textile mill owners of Kanpur have since been realised as their contribution to the Provident Fund; and

(b) if not, whether prosecutions have been launched in the names of the mills who have not yet paid the amount?

The Deputy Minister of Labour (Shri Abid Ali): (a) One of the defaulters has since paid the amount due in respect of employees' share only.

(b) The State Government has been requested to accord sanction for prosecution of the management of two mills. Action to prosecute the employers of the third Mill has not been initiated as another reference regarding this Mill is under consideration of the High Court.

Shri S. M. Banerjee: In reply to a previous question on 17th September, 1958 the hon. Minister stated that a sum of Rs. 15,83,724 was outstanding in respect of the employers' and employees' shares of the provident fund of these mills and prosecutions had been launched. May I know who the defaulters are, what is the name of the mill, and what amount has been recovered and the amount still to be recovered?

Shri Abid Ali: On 31st December, 1958 the position was: amount due from Muir Mills Co., Ltd, Rs. 4,34,899, from Swadesh Cotton Mills: Rs. 9,03,767; and from Atherton West and Co., Ltd.: Rs. 1,77,553.

Shri S. M. Banerjee: The two Mills, namely Atherton West and Muir Mills, were in a bad condition, but Swadeshi is being run by Jaipuria and they are well to do. May I know why this amount has been outstanding and what action has been taken against this particular employer?

Shri Abid Ali: This mill has already paid the amount due on account of workers' contribution of the fund. As regards the remaining, recovery proceedings under section 8 of the Act for realising the dues as arrears of land revenue have been initiated.

Shri Tangamani: Of the three mills, namely Muir Mills, Swadeshi Cotton and Atherton, which mill has paid and how much has been paid, and what is the balance which is due out of this Rs. 15 lakhs which was due in July 1958?

Shri Abid Ali: I have just given the figures as on 31st December, 1958 and the previous figures were mentioned by the hon. Member who put the question first.

Shri Tangamani: Which of the mills has paid, and how much have they paid?

Mr. Speaker: He has given figures up to the end of December 1958. Therefore, let him calculate whatever was due

Shri Tangamani: In reply to the earlier question he stated that out of these three mills, one mill had fully paid, but now the figures which he has supplied show that it is due from all the three mills. That is why I would like to know......

Mr. Speaker: Let him put a specific question namely that this was the answer that was given before, and now he says something is due, which is correct? The hon. Member evidently has not got the facts.

Shri Tangamani: I have the facts

Mr. Speaker: Then, let him put the question straight.

Shri Tangamani: I would like to know whether all the three mills....

Mr. Speaker: This is again a general question. On a particular date, or earlier, this information was given to this House that so far as this mill was

concerned, all arrears had been paid, but now it is said that this is also one of the mills from which money is due Let him ask like that

Shri Tangamani. On the previous occasion he told us that Rs 15,83,000 was due from the three mills Today he says one of the mills has paid and action is going to be taken against the other two mills; already prosecution has been launched against the second mill and that the third mill is still under consideration I would like to know which mill has cleared it in full, and if so, what is the amount that has been cleared

Mr. Speaker: Out of the three mills, one has paid Which is that mill?

Shri Abid Ali: The position with regard to Muir Mills is unchanged About Swadeshi Cotton Mills, out of Rs 9,84,000 or so due, the amount due as on 31st December, 1958 was Rs 9,03,000 Formerly, the workers' and employers' contribution was due, now, only the employers' contribution remains due So far as the Muir Mills is concerned, they are paying their current dues, because the management has changed according to the decision of the High Court With regard to the previous dues the High Court has stopped us from doing anything further in the matter, and they are framing the scheme according to which the debtors will be paid

About the third mill, the amount first due was Rs 1,64,000 and the amount now due is Rs 1 77,000 It has been closed

Shri P. C Bose From the outstanding amount due as mentioned by the Minister it seems that the provident fund dues were not deposited for many years May I know why earlier action was not taken about this?

Shri Abid Ali Not many years, but for many months of course, but the difficulty is that if we had taken more strict action, the mill would have been closed and a large number of workers —6,000 workers are employed in Muir Mills, 8,000 in Swadeshi and 2,500 in Atherton—would have been rendered unemployed.

Shri S. M. Banerjee: May I know whether these mill owners are actually depositing regularly the provident fund money now?

Shri Abid Ali: The Muir Mills is paying regularly About Swadeshi Cotton Mills, they are not paying regularly, and the third is closed

Trucks and Cars

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*674. { **Shri Harish Chandra Mathur. Shri N. R. Munisamy: Shri V P. Nayar: Shri Easwara Iyer**

Will the Minister of **Commerce and Industry** be pleased to state

(a) whether it is a fact that Mercedes Trucks and all makes of new cars are selling at a high premium,

(b) whether the price of even old cars has gone up considerably, and

(c) if so, what steps Government are taking to make regulation of sales more effective?

The Minister of Industry (Shri Manubhai Shah) (a) and (b) While difficulties are being experienced by the public in purchasing cars, Government have received no complaints about Mercedes or other trucks The primary reason for these difficulties is the shortage of foreign exchange for the import of components

(c) Government are releasing as much foreign exchange for the import of components of cars and trucks as is possible under the existing circumstances In order to ensure as equitable a distribution of the available supplies of cars as possible, Government have also issued instructions to the automobile manufacturers to see that their dealers maintain an "Order Register", in which all orders would be entered and fulfilled strictly serially Recently Government has released additional foreign exchange of Rs 50 lakhs to the three car manu-

facturers to relieve the situation The situation is being kept under constant watch.

Shri Harish Chandra Mathur: How is it that the Government is ignorant of the fact, the open fact which is known all over the country, that Mercedes trucks are selling at a premium of Rs 5,000 per truck and Leyland at Rs 1,500 per truck? What agency has the Government to have a check on the selling prices of these trucks, particularly in view of the continued protection which is being granted to this industry?

Shri Manubhai Shah: We have received no complaints as far as the trucks are concerned The complaints we have been receiving are regarding cars, which I have already mentioned in answer to the question As far as the agencies are concerned, there is no statutory control as far as distribution is concerned, but we have advised them to keep an Order Register in which all the orders are booked For the trucks we have received no complaints

Shri Harish Chandra Mathur: A committee was appointed, the Road Transport Reorganisation Committee, which has recorded evidence from this corner of the country to that corner, and in every State a complaint was made that the Mercedes trucks are being sold at a premium of Rs 5,000 and Leyland at a premium of Rs 1,500 This is the evidence which has been recorded throughout the country, and now my hon friend says that they have received no complaints That is why I ask whether they have got any effective agency particularly in view of the fact that they have been granting protection to this industry for a large number of years At least the public are entitled to know whether they have any effective agency or they propose to have any effective agency to see that this protection is not being exploited

Mr. Speaker: I think both may be true The hon Minister might not have received direct complaints, but, anyhow, those complaints might have been made to the committee which went round So, after the answer was given by the hon Minister that Government had not received any complaints, the hon Member may ask him if his attention has not been drawn to the evidence given before the committee complaining that these have been sold at a higher price, instead of accusing the hon Minister

Shri Harish Chandra Mathur: May I repeat my question?

Shri Manubhai Shah: I have understood the question of the hon Member We are constantly aware of the shortages, as far as the specific matter is concerned regarding cars, we have already mentioned in the answer that we have received specific complaints, but regarding trucks, no specific complaints, have been received When the committee's report is received by us, and we do find from it or from the hon Member that anybody is having difficulty regarding the price of the trucks, we shall certainly inquire into the matter

As far the general question, as I have already stated in the main answer, the shortage of foreign exchange has made the production diminutive and, therefore, it is not able to meet the demand Therefore, in the current period, we have increased the car allocation by Rs 50 lakhs, and we propose to pursue the same policy in the future licensing periods subject to the availability of foreign exchange

Shri Tyagi: Even if no complaints have been received, what is the harm in applying the same rules in regard to distribution of trucks as have been applied in regard to distribution of cars?

Shri Manubhai Shah: The rules have been applied The question here is not one of the non-application of the rules but the rules not being able to prevent it, even though the rules are imposed in regard to the distribution of the cars and the trucks, we have received complaints only in respect of cars, because the scarcity is

acute, but we are trying to relieve it by increasing the production.

Shri S. M Banerjee: May I know whether the prices of the Mercedez-Benz trucks supplied to the Defence Ministry were much higher than the market prices, and if so, what those prices were and whether any action has been taken against the company concerned?

Shri Manubhai Shah: I did not follow the question.

Shri S. M. Banerjee: My information is that the trucks supplied to the Defence Ministry by Mercedez-Benz were at a price much higher than the market price and they have robbed them of Rs 4 crores in seven years I want to know whether this is true, and if so, what action has been taken against the company concerned

Mr. Speaker: Order, order The hon Member thinks that because he is here, therefore, he can use any expression

Shri S. M . Banerjee: I shall withdraw it

Mr. Speaker: It is very wrong to use such expressions It is no good using such expression No hon Member enhances his position by using such expressions

Shri S. M. Banerjee: They have charged excess

Mr. Speaker: It may be so But the other man is not here to file a suit for defamation if it is wrong Therefore, hon Members ought not to take undue advantage of their position here and the immunity that they get There is no harm in asking whether there is any excess After all, the hon Member is ascertaining whether there is any excess or not, and it may be admitted or it may not be admitted, so, why should he straightway start using the word 'rob'? It is very wrong to use such words (*Interruptions.*) It is very wrong Unless hon Members feel that they as representatives have greater respect than those people who have sent them, this sort of question ought not to be put We are, after all, representatives of those people who are there outside. And we must see that our principals are as respectable as we are

But I find this kind of question being put again and again Only yesterday, I found one hon Member who is otherwise always sober, getting up and saying 'You are unfit to be a Minister'. It was very wrong Such words can be exchanged easily. I am really surprised that this sort of thing should happen I am trying to allow as much latitude as possible, and as much freedom of speech as possible through various kinds of avenues So, this is not the manner in which it ought to be abused

Shri S. M. Banerjee: My question is this The Defence Ministry has paid nearly Rs 4 crores more than the actual price of the trucks for the last five or six years, and I wanted to know what action had been taken

Shri Manubhai Shah: That matter has been dealt with in details by the Defence Ministry several times before, and with all the figures that have been placed before the House Moreover, this question hardly arises

Shri Jadhav: May I know whether there is some patent defect in the parts of the Mercedez-Benz trucks and whether the insurance companies have issued instructions to the agents that they should not insure on these trucks?

Shri Manubhai Shah: We have received no such intimation, but certainly I shall enquire into the matter But what I can say is that this present scarcity of the automobiles, vehicles, jeeps, trucks and cars is exclusively and entirely due to the shortage of foreign exchange

Shri N. R. Munisamy: May I know whether it has been brought to the notice of Government that the distributing agencies maintain some fictitious names in the order register and they deliver cars to undeserving gentlemen, who, thereafter, sell them

at a profit of Rs 3,000 to Rs 4,000 per small car?

Shri Manubhai Shah: What the hon Member has rightly pointed out is precisely the point In spite of our keeping the order registers and everything, and in spite of our thinking of several alternatives in order to check any malpractices, we have found it very difficult to cope up with the situation except through increased production, and that is why during the current year, we have released a little more foreign exchange, and we hope to pursue the same policy in the future licensing periods subject to the availability of foreign exchange

Mr Speaker: Evidently, the hon Minister will kindly see from the number of questions that have been asked the point that hon Members have in mind Until the time when the situation is eased and a larger number of cars are produced, is it not possible for Government to see to it that enormous advantage is not taken of the scarcity and higher prices or premia are not recovered from the public? Is there any way of doing so?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): I may add that we did adopt certain procedures, and the position has slightly improved in the beginning, but I must admit that it has not proved successful Of course it is a long-term measure to allot more foreign exchange in order that more cars may be produced in the country, but, as you have said in between, Government should take some steps so that these people may not sell these cars at such high profits or, as it is being said, at blackmarket rates We shall look into the matter and certainly try to devise some ways and means to prevent it

Shri Harish Chandra Mathur: In view of the fact that in spite of the best efforts made by the Ministry this blackmarket in the cars continues, may I know whether they have considered the advisability of taking over the distribution of the cars by Government? I do not mean taking over the industry, but taking over the distribution of the trucks and the cars

Shri Manubhai Shah: If I may say so, the number of cars produced in the current year has been very much less as compared to the past In 1956, the production was 13,666, in 1957, it fell down to 12,211, in 1958, it fell down to 8,113 So there is a sharp decline, firstly, due to the four months' strike in the Premier Automobiles Ltd and secondly due to the release of foreign exchange on a limited scale We hope that with the further release, it will be possible to see that perhaps the production matches with the demand, but with the acute scarcity at the higher income group level which exists, it is very difficult to enforce whatever regulation we may have, which will prevent the buyer from re-selling it at a little higher price As far as the dealers are concerned, I can assure the House that we are not allowing any rise in the price beyond the listed price

Shri Nath Pai: The hon Minister has said that the principal factor accounting for this shortage in production is the unavailability of foreign exchange He has now further disclosed that it was also due to the four-month-old strike in the Premier Automobiles Ltd Those cars, as he himself knows are selling at a premium of Rs 4 000 to Rs 5,000 Is it not a fact that that strike was deliberately prolonged, and if not, if there was to be a shortage, what steps did Government take to cut down that strike? It arises out of the answer given by the hon Minister

Mr Speaker: I am afraid we are going away from the one to the other

Shri Nath Pai: No, it arises out of the answer given by the hon Minister

Shri Harish Chandra Mathur rose—

Mr. Speaker: Now, next question I have allowed the hon Member a number of questions

Aluminium Factory in U P

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*675. { **Shri Bhakt Darshan:**
Shri S. M. Banerjee:

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 1190 on the 19th December, 1958 and state the progress since made in connection with the proposal to set up an aluminium factory in Uttar Pradesh?

The Minister of Industry (Shri Manubhai Shah): A *preliminary* technical report of M/s Kaiser En- since been received and is under examination The detailed project report is awaited

श्री भक्त दर्शन : श्रीमान्, जहा तक मुझे मालूम है यह अल्यूमीनियम की फैक्ट्री पहले सार्वजनिक क्षेत्र में प्रारम्भ की जा रही थी। मै जानना चाहता हू कि वे कौन से विशेष कारण है जिन की वजह से यह कार्य एक निजी कम्पनी को दिया जा रहा है ?

श्री मनुभाई शाह : यह खानगी क्षेत्र की फैक्ट्री है किन के साथ उनको मिलना और कैसे काम करना है, वह उनका काम है। हम तो यह देखते है कि टैक्निकली वह रिपोर्ट अच्छी है या नही और यह फैक्ट्री देश के हित मे होगी या नही। अभी जो इत्तिला मिली है उससे यही पता चलता है कि वह फैक्ट्री अच्छी है।

श्री भक्त दर्शन : मै यह जानना चाहता हू कि इस अल्युमिनियम फैक्ट्री को सफल बनाने के लिये उत्तर प्रदेश की सरकार से किन किन सुविधाओ की माग की गई थी, जैसे जमीन या बिजली या दूसरी चीजो की ? मै यह भी जानना चाहता हूं कि उत्तर प्रदेश की सरकार इस बारे में कितना सहयोग दे रही है।

श्री मनुभाई शाह : बहुत अच्छा सहयोग दे रही है।

Shri S M. Banerjee: May I know what assistance has been asked for from the Central Government in this regard by the State Government?

Shri Manubhai Shah: Normal assistance for any enterprise, like availability of power, the rates of power, the land, water, transport and other facilities

सेठ गोविन्द दास : भारतवर्ष की अल्युमिनियम की आवश्यकताओ की पूर्ति के लिये कितनी अल्युमिनियम फैक्ट्रीज की जरूरत होगी और मध्य प्रदेश सरकार ने क्या इस सम्बन्ध मे लिखा है कि कटनी के नजदीक बहुत अच्छी सरकारी अल्युमिनियम फैक्ट्री बन सकती है ?

श्री मनुभाई शाह : हिन्दुस्तान मे जगह तो बहुत है हमारी रिक्वायरमेंट भी काफी है क्योंकि हम समझते है कि ६५,००० से १ लाख टन अल्यूमिनियम जब तक नही बनेगा तब तक देश की अल्युमिनियम और कापर की रिक्वायरमेंट को हम पूरा नही कर सकेंगे। फिलहाल हमारी योजना यह है कि सेकेन्ड प्लैन मे हीराकुड की जो प्रोजेक्ट १०,००० टन की है वह पूरी होगी रिहन्द की प्रोजेक्ट चालू हो जायेगी ऐसी हमें आशा है, मद्रास मे सेलम के अन्दर एक प्लान्ट लग रहा है, और आसन्सोल का प्लान्ट ढाई हजार से दस हजार टन तक का होने क आशा है। केरल के प्लान्ट का एक्स्पैन्शन करने के बारे मे सोचा जा रहा है। मध्य प्रदेश की कोई योजना हमारे पास नही है। हर सरकार चाहती है कि उसके स्टेट में अल्यूमिनियम फैक्टरी हो जाय। मध्य प्रदेश सरकार भी चाहती है, लेकिन उसकी कोई योजना फिलहाल आयोजना आयोग ने स्वीकार नही की है।

Indian Sherpas in Nepal

+

*676. { **Shri Muhammed Elias:**
Shri H N Mukerjee:

Will the **Prime Minister** be pleased to state

(a) whether it is a fact that there is a scheme afoot to ban employment of Indian Sherpas in mountaineering expeditions in Nepal, and

(b) whether the employment prospects of Darjeeling Sherpas have been consequently affected?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b) From press reports we understand that the Himalayan Society, Kathmandu, has submitted a petition to His Majesty's Government of Nepal seeking a ban on the employment of non-Nepalese Sherpas for mountaineering expeditions in Nepal We are not aware that any such ban has in fact been imposed

Shri Muhammed Elias: May I know whether it is a fact that foreigners who come for mountaineering in the Himalayas are planning to make their expeditions from Kathmandu and not from Darjeeling, avoiding India?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): It depends upon what particular mountain peaks they are aiming at

Shri Hem Barua: In view of the fact that it is going to throw out of employment a good number of Sherpas whose services are generally utilised by these foreign mountaineers, may I know whether Government propose to take up this matter with the Nepalese Government?

Shri Jawaharlal Nehru. There is no ban, Sir

Shri Hem Barua: The Parliamentary Secretary has already said that the Government does not have any information except the information that is obtained from Press reports I just want to know whether Government would try to ascertain the facts from Nepal and take the necessary steps

Shri Jawaharlal Nehru: It is rather a delicate matter for one Government to tell the other Government what to do in such matters, especially about the employment of its own nationals

There is, however, another aspect and that is, as between Nepal and India there is no ban, generally, on coming or going And, that matter, if necessity arises, can certainly be brought to the attention of the Nepal Government

Shri C D Pande. In view of the fact that Nepalese citizens have got access to our services easily without any restriction, will the Government of India impress upon the Government of Nepal that they should not impose any restrictions on our labour working there?

Mr Speaker: He has already answered that

Shri C. D Pande: There is no restriction on Nepalese coming here and serving in our country

Mr Speaker: The Prime Minister has already said that there are no restrictions on our people also going there When occasion arises, he can take up the matter Hon Members will please follow the answers to questions

Next question

Manganese Ore

*677. +
Shri Vidya Charan Shukla:
Shri Surti Kistaiya
Shri Raghunath Singh:
Shri Aurobindo Ghosal:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri Panigrahi:
Shrimati Renu Chakravartty:
Shri Morarka:

Will the Minister of **Commerce and Industry** be pleased to state

(a) whether the negotiations for **bulk sale of manganese** ore to U S A **against** the import of wheat under **the barter** deal with that country **have been** finalised, and

(b) **if** so, the broad details thereof?

The Minister of Commerce (Shri Kanungo): (a) Not yet, Sir

(b) Does not arise

Shri Vidya Charan Shukla: May I know how long these negotiations have been going on?

Shri Kanungo: They have been going on for several months But, it will be realised that it is a barter agreement for certain commodities and it has got to be processed through by the U S A Government as well as by our Government Therefore it takes time, but I can assure the House that we have got the draft already and we believe, in a matter of a few weeks, it will be concluded

Shri Vidya Charan Shukla: Have the Government negotiated for the sale of our ferro manganese in barter with U S.A wheat or is it only the manganese ore that is bartered?

Shri Kanungo: Ferro manganese is also included

Shri Panigrahi: Were these negotiations meant for exporting low grade iron ores from India to America; if so, may I know whether low grade iron ores are exported to other new markets?

Shri Kanungo: No, this particular negotiation does not cover iron ore at all; and we are ..

Shri Panigrahi: About manganese, I mean.

Shri Kanungo: It is only manganese ore

Shri Dasappa: Is it not a fact that our export to U.S A of manganese ore has almost doubled over the previous year's? May I know whether it has any relation to the import of wheat?

Shri Kanungo: No, Sir, unfortunately, within the last 2 years the exports have shown a decline

Shri Morarka: Since the negotiations for this agreement have taken more than 18 months, may I know the exact decline in the export of manganese ore to this country with which we are negotiating this barter agreement?

Shri Kanungo: It is not 18 months, as I said, it is several months

Shri Morarka: May I know the actual number of months?

Shri Kanungo: I cannot tell the exact number of months But, the figures will show that the decline of exports to U S A was of the order of 9 per cent between 1957 and 1958

Shri T B. Vittal Rao: May I know the proportion of ferro manganese and manganese ore that will be exported under this barter agreement?

Shri Kanungo: The negotiations are still pending and I would not like to disclose this

Shri Aurobindo Ghosal: May I know the quantity of manganese ore to be exported and also whether the agreement is for any definite period?

Shri Kanungo: As I have said, it is under negotiation; and it will not be in public interest to disclose it

Shri S. C. Samanta: The hon. Minister said that there has been a decline in the export to U.S.A for a long time May I know whether, by this bilateral arrangement, this decline can be compensated?

Shri Kanungo: I do not think fully, because there are many other factors But, it will certainly help in exporting lower grade manganese ores

Shri Panigrahi: May I know what are the other new markets that the STC has developed for manganese ores?

Shri Kanungo. It has been stated in the House several times that there is a recession of manganese trade all over the world

Shri Vidya Charan Shukla. May I know the grade of manganese for which these barter negotiations for wheat are being carried on?

Shri Kanungo: As I said, it is low grade manganese ore It is not proper in public interest to disclose further details, at the moment

Shri Ramanathan Chettiar: In view of the inordinate delay in negotiating this agreement with the U S A and in view of earning foreign exchange, especially dollars, what active steps would Government take to conclude this agreement as soon as possible?

Shri Kanungo: I have said that the agreement will be concluded in a matter of weeks

Hindu and Sikh Shrines in West Pakistan

*678 { + Shri Ajit Singh Sarhadi: Shri D C Sharma:

Will the **Prime Minister** be pleased to state·

(a) whether there has been a meeting after January, 1958 of the Joint Committee set up for the preparation of lists of Hindu and Sikh religious shrines in West Pakistan; and

(b) if not, when it is proposed to be held and what would be the agenda?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) The Government of Pakistan have not responded to our invitation extended in February, 1958 for the second meeting Inspite of several enquiries by our High Commission at Karachi the Government of Pakistan have not yet fixed a date

(b) Does not arise

Shri Ajit Singh Sarhadi: The agreement has taken place as far back as May, 1955 It is now the fourth year going May I just know whether Government is taking steps for its implementation?

Shri Sadath Ali Khan: Will the hon Member repeat his question?

Shri Ajit Singh Sarhadi: The agreement took place in May, 1955 four or three and a half years back May I just know if Government has thought of any other way of implementation of that agreement?

Shri Sadath Ali Khan: There is no way except to remind them and have a meeting and discuss these matters.

WRITTEN ANSWERS TO QUESTIONS

Solvent Extraction of Oils from Oil Cakes

*671. **Shri V. P Nayar** Will the Minister of **Commerce and Industry** be pleased to state

(a) whether any new Units for the solvent extraction of oils from oil cakes have been licensed during 1957-58 and 1958-59 so far;

(b) if so, how many such units have been licensed; and

(c) the total quantity of oil cakes consumed for the purpose?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir

(b) 11 units

(c) About 2 lakh tons of oil cakes per annum

अन्तर्राष्ट्रीय चाय करार

*६७३. श्री वाजपेयी :
श्री राजेन्द्र सिंह :
श्री सरजू पांडे :

क्या वाणिज्य तथा उद्योग मंत्री २६ नवम्बर, १९५८ के तारांकित प्रश्न संख्या ३४८ के उत्तर के सम्बन्ध मे यह बताने की कृपा करेंगे कि

(क) भारत और श्रीलंका के चाय उत्पादको के प्रतिनिधियो की चर्चा के दौरान अन्तर्राष्ट्रीय चाय करार को पुन लागू करने का जो प्रस्ताव किया गया था, क्या दोनो पक्षो ने उस पर विचार कर लिया है , और

(ख) यदि हा, तो उसका क्या परिणाम निकला है ?

वाणिज्य तथा उद्योग उपमंत्री (श्री सतीश चन्द्र) : (क) और (ख). भारतीय चाय उत्पादको के एसोसियेशन की सलाहकार समिति ने अपने विचार भेज दिये है । इन पर विचार किया जा रहा है ।

Processing of Cheese

*679. **Shri Ram Garib**: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of cheese imported in 1957-58,

(b) whether cheese is also being processed in India;

(c) whether machine for processing of cheese is available in India;

(d) if so, in which States; and

(e) the approximate cost of the machine?

The Minister of Industry (Shri Manubhai Shah): (a) to (e) As the availability of milk in the country is yet very limited, no commercial manufacture of cheese is being done in the country However, steps are being taken to encourage manufacture of cheese in some dairies etc Aarey Milk Colony Bombay is considering taking up the manufacture of cheese in their plant.

The cost of the machinery would depend on the capacity of the plant that may be selected for production The quantity of cheese (including canned) inported during the year 1957-58 was 7,076 cwts valued at Rs 19 29 lakhs From the licensing period October, 1958 to March, 1959, there has been a total ban on the import of cheese

Export of Iron Ore to Japan

*680. **Shri Raghunath Singh:**
Shri Panigrahi:
Shri Bibhuti Mishra:
Shri Mahanty:
Shri Damani:

Will the Minister of Commerce and Industry be pleased to lay a statement showing;

(a) the quantity of iron ore exported to Japan during the years 1957 and 1958 separately and the value thereof;

(b) whether the export of iron ore under the Indo-Japanese Agreement for 1958-59 has since commenced;

(c) if so, the quantity exported so far from Calcutta Paradip, Visakhapatnam, Kakinada, Masulipatnam, Cuddalore and Madras ports separately;

(d) whether there is any shortfall in the export of iron ore to Japan against the target set for 1958-59; and

(e) if so, the reasons therefor?

The Minister of Commerce (Shri Kanungo): (a)

	1957	1958
Quantity exported	13.93 lac tons.	12.52 lac tons
Value	Rs. 7.13 crores (Approx.)	Rs. 6.50 crores (Approx.)

(b) Yes, Sir.

(c) A statement is laid on the Table of the House. [*See* Appendix II, annexure No 60]

(d) and (e). Deliveries have been effected in accordance with the Schedule agreed with the buyers, which provided for smaller shipments in the first half of the contract year

New Spinning Machine

*681. **Shri Assar:** Will the Minister of Commerce and Industry be pleased to state.

(a) whether it is a fact that a new type of spinning machine NITNIC has recently been demonstrated in Calcutta,

(b) whether it is also a fact that the machine is run by solar energy;

(c) whether Government have examined the economic aspect of this machine as against Ambar Charkha, and

(d) if so, whether Government will consider to manufacture this machine instead of Ambar Charkha on commercial basis?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The Khadi and Village Industries Commission has no information about this new spinning machine NITNIC The Government of West Bengal also do not seem to be having any information about it.

(c) and (d). Do not arise.

Andhra Paper Mills, Rajahmundry

*682. **Shri Nagi Reddy:**
Shri Ramam:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 840 on the 3rd December, 1958 and state·

(a) the amount of reduction the Licensing Committee had suggested to State Government for setting up Andhra Paper Mills, Rajahmundry;

(b) whether the negotiations with the German Democratic Republic have been finalised;

(c) if not, when are the negotiations expected to be completed; and

(d) whether the expansion of Paper Mills will be completed by the end of the Second Five Year Plan period?

The Minister of Industry (Shri Manubhai Shah): (a) As suggested by the Licensing Committee the State Government have been advised to re-examine the terms of payment and sources of supply of capital equipment for the Andhra Paper Mills with a view to reducing the foreign exchange requirements. No specific reduction in foreign exchange requirements has been suggested

(b) and (c). The negotiations with the German Democratic Republic are still in progress.

(d) No, Sir. It will be carried over to the Third Five Year Plan period.

खेतिहर मजदूरों की न्यूनतम मजूरी

*६८३. श्री नवल प्रभाकर :
श्री इलयापेरुमाल :
कुमारी एम० वेदकुमारी :

क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) किन-किन राज्यों ने खेतिहर मजदूरों की न्यूनतम मजूरी निर्धारित कर दी है; और

(ख) क्या सरकार ने शेष राज्यों को एक सर्कुलर द्वारा खेतिहर मजदूरों की न्यूनतम मजूरी निर्धारित करने का अनुरोध किया है ?

श्रम उपमंत्री (श्री आबिद अली) : (क) आन्ध्र प्रदेश, आसाम, बिहार, बम्बई, केरल, मध्य प्रदेश, मैसूर, उड़ीसा, पंजाब, राजस्थान, उत्तर प्रदेश, पश्चिमी बंगाल, दिल्ली, हिमाचल प्रदेश और त्रिपुरा में वेतन निश्चित हो चुके हैं ।

(ख) जी हां ।

Rural Broadcasting at Poona Station of All India Radio

*684. **Shri Rami Reddi:**
Shri Bibhuti Mishra:

Will the Minister of **Information and Broadcasting** be pleased to state·

(a) whether the experiment in rural broadcasting from the Poona Station of the A.I.R. under the joint auspices of the Central Government and U.N.E.S.C.O. has been completed;

(b) whether the scheme is proposed to be introduced in the other broadcasting stations of the A I R and

(c) the new features of the programme?

The Minister of Information and Broadcasting (Dr. Keskar): (a) to (c). A system of radio rural forums which consists of groups of villagers who discuss the contents of an agricultural programme broadcast to them and raise points for elucidation or further discussion was introduced in 1956 with the assistance of the UNESCO in about 150 villages in five districts within the listening range of the Poona station of All India Radio. It has been found that this programme is very popular and evaluation undertaken by the Tata Institute of Social Sciences has also recognised that the scheme is of great value as a means of stimulating rural reconstruction activities. It has now been decided to organise similar discussion groups in other areas also and at least one village in each Community Development Block will be selected for the purpose. The programme will be on lines similar to the farm forum programmes now broadcast by the Poona Station and will cover various aspects of agriculture and animal husbandry. The programmes will be worked out in consultation with the Agriculture Departments of the various States. The discussion groups will consist of 15 to 20 persons and are meant to be convened by the Village Panchayats with the assistance of District, Block and Publicity Officers

Labour Appellate Tribunal

*685. **Shri Tangamani:** Will the Minister of **Labour and Employment** be pleased to state·

(a) whether it is a fact that trade unions have complained regarding non-implementation of the Award of the All India Industrial Tribunal (Colliery Disputes) in respect of concessional supply of footwear to coal miners; and

(b) if so, the action taken thereon?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The matter has been taken up with the employers' organisation concerned

Tea Industry

*686. **Shrimati Mafida Ahmed:**
Shri Hem Barua:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government are aware of the growing difficulties experienced by the Tea Industry in Assam and Tripura; and

(b) if so, the measures taken or proposed to be taken to help the industry?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) It has been reported that tea gardens in the Cachar district in Assam and in Tripura are experiencing difficulties particularly in regard to the obtaining of finance for long term needs.

(b) (1) Government of India have already given relief in export duty and tea cess and made some re-adjustment of the excise duty on a zonal basis with a view to helping the producers in certain areas Cachar and Tripura are included in Zone I which pays the lowest excise duty

(2) A scheme for starting a fund to guarantee the residual liability of tea estates is under consideration

Bleaching Powder

*687. **Shri Jinachandran:** Will the Minister of Commerce and Industry be pleased to state

(a) whether Government are aware of the scarcity condition in the supply of bleaching powder to the textile industry in general and Handloom industry in particular, and

(b) whether Government contemplate allowing sufficient imports of the bleaching powder in view of the discontinuance of protection to the bleaching powder industry after the 31st December, 1958?

The Minister of Industry (Shri Manubhai Shah): (a) and (b) Yes, Sir.

प्लाइवुड के कारखाने

*६८८. { **श्री पद्म देव :**
श्री रा० चं० सामन्त :

क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में प्लाइवुड बनाने वाले कितने कारखाने हैं ;

(ख) देश में प्लाइवुड की मांग को पूरा करने के बाद कितने मूल्य के प्लाइवुड का निर्यात किया जाता है; और

(ग) क्या हिमाचल प्रदेश में प्लाइवुड का एक कारखाना स्थापित करने की कोई योजना है ?

उद्योग मंत्री (श्री मनुभाई शाह) : (क) देश में प्लाइवुड बनाने वाले बड़े पैमाने के ७० कारखाने हैं। इनके अलावा कुटीर आधार पर चलने वाले कुछ कारखाने भी हैं।

(ख) जनवरी से नवम्बर, १९५८ की अवधि में लगभग ४.५ लाख रु० मूल्य के प्लाइवुड का निर्यात किया गया।

(ग) जी, नहीं ।

'Akashvani'

*689. { **Shri Sampath:**
Shri Raghunath Singh:
Shri Shivananjappa:

Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the Government received any protests from the people of Tamilnad against the use of the word "Akashvani" instead of "Vanoli" while making announcements from the Tiruchy Station; and

(b) if so, the action taken by Government in this matter?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b) All India Radio has adopted the name "Akashvani" as the equivalent and standard name throughout the country. This was formerly the call sign in Kannada of the former Mysore Radio Some people in Tamilnad protested against this under the mistaken impression that it is a Hindi word and wanted a Tamil word to be used instead in Tamil broadcasts.

While "Akashvani" is the standard all India name for the All India

Radio and is used in Indian language broadcasts as such, Government has explained that it has no objection to the use of any other word to connote the Radio which is current in the regional language for regional or local purposes Instructions on these lines have been issued to all the different stations of All India Radio

Manufacture of Streptomycin

***690. Shri Pangarkar.** Will the Minister of Commerce and Industry be pleased to state

(a) whether the plan for the construction of the new plant for the manufacture of Streptomycin is ready and

(b) whether the construction work has since started?

The Minister of Industry (Shri Manubhai Shah). (a) and (b) Soon after the signing of the agreement between Messrs Merck & Co and the Hindustan Antibiotics, a senior officer of Hindustan Antibiotics was deputed in June 1958 to the U S A for preparing, in consultation with the technicians of M|s Mercks, the detailed lists of plant and machinery required for the project, together with their specifications, and also the designs of the buildings required to house the equipment The lists of plant and machinery brought by him have since been examined by the Development Wing and two separate lists have been prepared, one relating to machinery to be procured from indigenous sources and the other relating to machinery which will have to be imported from abroad Procurement action in respect of both categories has been initiated

Work on the construction of the compound wall of the factory has started. Plans and detailed estimates for the factory buildings, godowns, etc are being finalised by Hindustan Antibiotics in consultation with the Central Public Works Department who will execute the works

It is expected that the construction of the factory will be completed by the end of the year 1960 or early in 1961

Export of Indian Jute Goods

***691. Shri Anirudh Sinha:** Will the Minister of Commerce and Industry be pleased to state

(a) whether it is a fact that besides the traditional markets, South-East Asia also constitutes a potential market for Indian jute goods, and

(b) if so, the steps, if any, taken during the recent months to stimulate export of Indian jute goods to the South-East Asian markets?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir

(b) The Indian Jute Mills Association have recently studied these markets and will be formulating suitable measures to promote exports to these markets

Prohibition

***692 Shri Supakar** Will the Minister of Planning be pleased to state

(a) whether the Planning Commission has issued any directive to the States to enforce prohibition even in a modified form, and

(b) whether Delhi has been taken as a pattern of prohibition to be followed by other States?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) No, Sir Stoppage of drinking in public premises was one of the first steps recommended in the Plan towards the implementation of a phased programme of prohibition by State Governments As progress in this direction was rather slow, State Governments were requested in November, 1958, to take vigorous steps in ban drinking in public premises in all the areas where such a programme has not already been put into effect

(b) No, Sir

Complex Fertilisers

*693. { **Qazi Matin:**
Shri S. C. Godsora:
Shri Ignace Beck.

Will the Minister of **Commerce and Industry** be pleased to state

(a) whether Government have any plans to produce complex fertilizers in the country, and

(b) if so, what is the percentage of nitrogen, phosphorous and potash in the compound?

The Minister of Industry (Shri Manubhai Shah): (a) and (b) The Technical Committee appointed to consider among other things the pattern of production at the proposed Trombay Fertilizer Factory have recommended the production of nitro phosphate complex fertilizer in the factory along with urea The nitrophosphate will have an NPK ratio of about 17 15 0 Government are also considering further plans to encourage production of complex fertilizers

Oman

*694 { **Shri A. K Gopalan:**
Shri Kunhan:
Shri Aurobindo Ghosal
Shri Raghunath Singh
Shri Shivananjappa:
Shri H. N. Mukerjee:
Shri Muhammed Elias:

Will the **Prime Minister** be pleased to state

(a) whether the attention of the Prime Minister has been drawn to atrocities committed by the British troops in Oman,

(b) whether any delegation led by the Deputy Imam of Oman recently met the officials of the External Affairs Ministry; and

(c) if so, nature of the request made to the Ministry by the delegation?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c) Prince Harithy, who called himself the Deputy Imam of Oman, recently visited India with three of his colleagues They met the officers of the External Affairs Ministry and complained of bombing of their territory by the RAF and intervention by the British troops They pleaded India's support to their struggle for independence They were told that while the Government of India have always been sympathetic towards colonial people struggling for their independence, a mere declaration of support was not helpful

Ceiling on Indian Textiles

*695. **Shri Bimal Ghose:** Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No 510 on the 3rd December, 1958 and state

(a) whether any agreement has been reached between British and Indian textile interests about fixation of a ceiling on Indian textile exports to Britain

(b) if so what is the ceiling,

(c) if the reply to part (a) is in the negative, whether any ceiling has been suggested by the British textile interests, and

(d) if so, what is the ceiling suggested?

The Minister of Commerce (Shri Kanungo): (a) to (d) Government is aware that negotiations are going on between the British and Indian textile interests about fixation of a ceiling on Indian textile exports to Britain But no agreement has, however, been reached so far Government are not directly party to the negotiations and it would neither be advisable nor helpful to disclose any information they may have at this stage

Indian Statistical Institute

*696. Shri Tyagi:
Shri Sadhan Gupta:
Shri Raghunath Singh:
Shri Supakar:
Shri H. N. Mukerjee:
Shri T. B. Vittal Rao:

Will the **Prime Minister** be pleased to state:

(a) what is the total amount of the grant-in-aid given by the Government of India to the Indian Statistical Institute of Calcutta so far and how does it compare with the amounts subscribed by the Institute itself, and

(b) whether it is a fact that the said Institute has refused to submit its accounts for audit by the Auditor General?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) The Government of India gave financial assistance to the Indian Statistical Institute of Calcutta first in the year 1935 The grants in aid to the Institute increased subsequently when the work relating to tabulation of National Sample Survey data was entrusted to it by the Government

A statement giving the requisite information for the years 1953 54 to 1957-58 is given belows —

Statement

Year	Grants-in-aid given by the Government of India	The Indian Statistical Institute's own receipts
	(Rs)	(Rs)
1953-54	28,05,586	28,192
1954-55	33,39,000	47 277
1955-56	55,11,209	1,25,721
1956-57	70,11,200	1,56,643
1957-58	75,29,400†	1,91,94-

†In addition to the above, and on account payment of Rs 10 lakhs towards the capital expenditure incurred by the Institute has also been made during the year 1957-58

(b) The present arrangement relating to audit of the accounts of the Institute by a firm of Chartered Accountants approved by the Government, out of a panel sent by the Institute, has been in operation for some years The Institute considers the usual audit by the Comptroller and Auditor General unsuitable for a scientific institution like the Indian Statistical Institute What the future arrangements should be is under consideration

Small Scale Industries in Punjab

*697 Shri Daljit Singh:
Shri D. C. Sharma:
Sardar Iqbal Singh:

Will the Minister of **Commerce and Industry** be pleased to state

(a) whether Punjab Government have approached the Central Government for enhancement of the quota of steel to meet the demands of small scale industries in the State,

(b) if so the action taken thereon, and

(c) the quantity of steel supplied to the Small Scale Industries in Punjab State during 1958-59 so far?

The Minister of Industry (Shri Manubhai Shah) (a) The Punjab Government asked for increase of their quota of steel early in 1958-59

(b) Quantity of steel demanded by the Punjab Government and the quantity of steel allotted in 1958 59 under Small Scale and Cottage Industries quota as follows —

Period	Demand (in tons)	Allotment in tons)
April-June, 1958	18,000 ‡92	3,317 ‡75
July-September, 1958	15,272 ‡77	3,317 ‡47
October-December, 1958	10,824 ‡77	4,569 ‡70
January-March, 1959	10,000	7,938

‡For construction of Buildings in Industrial Estates

(c) 4691 tons of steel were actually despatched to Punjab during April-September, 1958.

Wire Broadcasting System

***698. Shri Shivananjappa:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether it is a fact that All India Radio is Planning the extension of Wire Broadcasting Service to Delhi homes soon; and

(b) if so, when and how many homes will be covered?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). The experimental scheme is not of wire broadcasting but a wired-re-diffusion which was started in May 1958 covering about 100 tenements in Seva Nagar Colony and is now proposed to be converted into a pilot scheme covering Lodi Colony and its adjoining areas which would provide service to about 4,000 subscribers during 1950-60

Displaced Persons from East Pakistan

***699 Shri Hem Barua.** Will the Minister of **Rehabilitation** and **Minority Affairs** be pleased to state whether Government have collected information regarding economic condition, cultural and social problems, if any, of the displaced persons from East Pakistan so far rehabilitated in States other than West Bengal since 1949?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): About 1.5 lakh displaced families from East Pakistan have received rehabilitation assistance in one form or the other in States outside West Bengal

Some States have made surveys regarding the economic condition of the displaced persons in their respective areas. No cultural or social problems have come to our notice

बिस्कुट बनाने के कारखाने

*७००. { श्री वाजपेयी :
श्री क० भे० मालवीय :

क्या वाणिज्य तथा उद्योग मंत्री एक ऐसा विवरण सभा पटल पर रखने की कृपा करेंगे जिसमें निम्नलिखित जानकारी दी गई हो

(क) देश मे बिस्कुट बनाने के कितने कारखाने हैं और कहा-कहा स्थित हैं ;

(ख) उनका दैनिक उत्पादन कितना है ;

(ग) इन कारखानो मे बने हुये कितने माल की खपत भारत में और कितने की विदेशो मे होती है , और

(घ) क्या खाद्य संकट को हल करने के लिये बिस्कुट जैसे खाद्य पदार्थों के निर्यात पर रोक लगाई जायेगी ?

उद्योग मंत्री (श्री मनुभाई शाह) : (क) बिस्कुट बनाने के ४० बडे कारखाने है जो देश भर मे फैले हुये है। इनके अलावा, देश में बहुत से छोटे कारखाने भी है जिनके बारे मे ठीक ठीक जानकारी उपलब्ध नही है।

(ख) बडे कारखानो मे १९५८ में कुल १८,००० टन उत्पादन हुआ। छोटे कारखानो मे कितना उत्पादन हुआ, इसकी ठीक ठीक जानकारी उपलब्ध नही है।

(ग) जितना माल तैयार होता है, वह लगभग सारा देश मे ही खप जाता है। १९५७ मे २६ टन बिस्कुट और १९५८ (जनवरी-नवम्बर) में ३७ टन बिस्कुट विदेशो को भेजे गये ।

(घ) बिस्कुटो का निर्यात नही के बराबर होता है। साथ ही निर्यात बढ़ाने के लिये भी सामान्यतः प्रयत्न किये जा रहे

है । इसलिये बिस्कुटों के निर्यात पर रोक लगाने का प्रस्ताव नहीं है । लेकिन स्थानीय उत्पादन बढ़ाने की कोशिश की जा रही है जिससे जहां तक हो सके कमी दूर की जा सके ।

Dandakaranya Scheme

*701. **Shri Siddananjappa:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether Government propose to appoint a committee to exploit the mineral wealth and natural resources in the Dandakaranya area, and

(b) if so, when will the committee be constituted and will commence working?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b) It is not proposed to appoint a special Committee for this purpose The Dandakaranya Development Authority as a part of its normal functions will take all appropriate steps for the proper exploitation of the mineral wealth and natural resources of the area

Workers' Education Scheme

*702. **Shri Rajendra Singh:**
Shri Ram Krishan:
Shri S. M. Banerjee
Shri Kodiyan:
Shri Aurobindo Ghosal.
Shri Muhammed Elias:

Will the Minister of **Labour and Employment** be pleased to state

(a) whether it is a fact that Government have decided to launch "Workers' Education Scheme" in Delhi,

(b) if so, the broad features of the scheme, and

(c) whether the scheme is likely to be extended to other industrial towns also?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The broad feature of the Workers' Education Scheme sponsored by Government is to promote the development of workers' education so as to make the worker more intelligent and efficient

(c) Yes

Indian Diplomatic Establishment in Bahrain and Kuwait

*703. **Shri Vidya Charan Shukla:** Will the **Prime Minister** be pleased to state

(a) whether it is a fact that representations have been made by Indian nationals living in the Persian Gulf Sheikhdoms, especially those in Bahrain and Kuwait, for providing a stronger diplomatic representation of Government of India there,

(b) in what way Indian interests in the above areas are being looked after presently, and

(c) whether Government are considering the question of permanent diplomatic establishment at Bahrain and Kuwait?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Some representations have been received to this effect

(b) A consulate has already been opened in Muscat which also looks after Indian interests in Dubai and Qatar The other principal areas of the Gulf, Bahrain and Kuwait, are looked after by the Embassy of India in Baghdad

(c) The Government of India have always considered it desirable to have representation in Bahrain and Kuwait. There are certain difficulties in their opening a Mission in Bahrain, but they have decided to open one in Kuwait shortly.

Corruption

*704. **Shri Ram Krishan:** Will the **Prime Minister** be pleased to refer to the reply given to Starred Question No. 472 on the 2nd December, 1958 and state:

(a) whether departmental enquiry regarding certain allegations of corruption against the officer concerned has since been completed; and

(b) if so, the result of the enquiry held?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) The officer concerned has since resigned from Service Consequently, the departmental enquiry contemplated against him has been dropped

(b) Does not arise

Use of Fertilizers in Tea Gardens

*705. **Shri Rameshwar Tantia:** Will the Minister of **Commerce and Industry** be pleased to state.

(a) whether it is a fact that the supply of fertilizers to the tea gardens has been reduced as compared to last year; and

(b) if so, what will be its effect on the tea crop?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Yes, Sir

(b) It is not possible to assess the precise effect of the short supply of fertilizers on the tea crops

Artificial Silk and Cotton and Silk Fabrics

*706. **Pandit D. N. Tiwary:** Will the Minister of **Commerce and Industry** be pleased to state

(a) whether it is a fact that the discontinuation of protection to artificial silk and cotton and artificial silk mixed fabrics has affected the industry adversely;

(b) whether some units have closed down and some are likely to be closed down very soon; and

(c) if so, the steps proposed to be taken in the matter?

The Minister of Commerce (Shri Kanungo): (a) No, Sir

(b) Government are not aware of any closures or likely closures

(c) Does not arise

National Tribunal for Cantonment Board Employees

*707. **Shri S. M. Banerjee:** Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Starred Question No 243 on the 25th November, 1958 and state whether the National Tribunal set up to consider all outstanding demands of Cantonment Board employees has since started its work?

The Deputy Minister of Labour (Shri Abid Ali): Yes

श्रम सहकारी समितियो को ठेके

*७०८. **श्री भक्त दर्शन :** क्या निर्माण, श्रावास तथा संभरण मंत्री यह बताने की कृपा करेगे कि

(क) कुछ समय पहले केन्द्रीय लोक-निर्माण विभाग को मजदूरों की रजिस्टरशुदा सहकारी सस्थाश्रो को बिना टेण्डर मगाये हुये ठेके देने का जो श्रधिकार दिया गया था उसके श्रनुसार श्रब तक क्या कार्यवाही की गई है; श्रौर

(ख) इसमें कहा तक सफलता मिली है ?

निर्माण, श्रावास श्रौर संभरण उपमंत्री (श्री श्रनिल कु० चन्दा) : (क) केन्द्रीय सरकारी निर्माण विभाग मे मंडल श्रफसरों को श्रादेश दिया गया है कि वे विभिन्न राज्यों में सहकारी समितियों के रजिस्ट्रारों से रजिस्टर्ड श्रम–सहकारी समितियों की

सुविधाएं प्राप्त करें। कुछ जगहों में रजिस्ट्रारों से प्रार्थना की गई है कि वे अपने यहां की समितियों को केन्द्रीय सरकारी निर्माण विभाग से काम लेने की सलाह दें।

(ख) केवल भारत सेवक समाज ने किंग्सवे कैम्प में वाटर सप्लाई (Water Supply) का एक छोटा काम किया है। इसके अलावा अभी तक किसी भी रजिस्टर्ड सहकारी श्रम समिति ने केन्द्रीय सरकारी निर्माण विभाग से कोई भी काम लेने की कोशिश नहीं की है।

Engineering Export Promotion Council

*709. { **Shri T. B. Vittal Rao:**
Shri Thanulingam Nadar:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a delegation of the Engineering Export Promotion Council toured South Asian countries some time back and contacted importers there;

(b) whether the delegation has made any recommendations,

(c) if so, the steps taken to implement them, and

(d) whether it has come to the notice of Government that many businessmen in overseas markets are complaining about non-receipt of replies to their queries?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir A delegation of the Council toured South and South East Asian countries in January-February 1958 and contacted representatives of Governments and business communities

(b) and (c) A statement setting out the recommendations of the delegation and the action taken thereon was laid on the Table of the House in reply to Starred Question No. 1068 on the 9th September, 1958.

(d) No, Sir Government have not received any such complaints.

Manufacture of Automobiles

*710. { **Shri V. P. Nayar:**
Shri Easwara Iyer:

Will the Minister of **Commerce and Industry** be pleased to state whether Government of India have any information about the current price in countries of manufacture of Automobiles corresponding to (1) Fiat "1100", (2) Hindustan Ambassador, (3) Standard 10, (4) Mercedez-Benz Truck 5 tons, (5) Fargo Trucks 5 tons and (6) Ashok Leyland Trucks 5 tons?

The Minister of Industry (Shri Manubhai Shah): Government do not have any information about the current ex-factory prices or sale prices in countries of manufacture of automobiles corresponding to the models being made in the country However, the present ex-factory and list prices of these models in India are as follows —

	Ex-factory Price	List Price
	Rs	Rs
Fiat '1100' Car	8,868	9,755
Hindustan Ambassador Car	10,476	11,524
Standard '10' Car	8,591	9,450
Mercedes-Benz Truck 165" W B	24,950	26,820
Fargo (Dodge) Truck 165" W B	22,914	24,502
Leyland 'Comet' Truck 163" W B	32,300	34,700

जम्मू शहर के ऊपर अज्ञात विमान

*७११ {श्री वाजपेयी :
श्रीमती इला पालचौधरी :
श्री रघुनाथ सिंह :
श्री राम कृष्ण :
श्री विभूति मिश्र :
डा० राम सुभग सिंह :
श्री उमा चरण पटनायक :
श्री म० र० कृष्ण :
श्री अरविन्द घोषाल :
श्री स० च० सामन्त :
श्री सुबोध हंसदा :
श्री आसर :
श्री वोडयार :
श्री पी० सी० बरुआ :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि जनवरी, १९५९ में कुछ अनजाने जेट विमानों को जम्मू नगर के ऊपर उड़ता हुआ देखा गया ;

(ख) क्या यह सच है कि उक्त जेट विमान जम्मू नगर पर उड़ान भरने के बाद स्यालकोट (पाकिस्तान) की ओर उड़ते देखे गये ;

(ग) क्या इस सम्बन्ध में पाकिस्तान सरकार से पूछताछ की गई, और

(घ) यदि हां, तो उसका क्या परिणाम निकला है ?

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री (श्री जवाहरलाल नेहरू) : (क) १३, १४, १६ और १७ जनवरी, १९५९, को जम्मू क्षेत्र पर कुछ अज्ञात हवाई जहाज उड़ते देखे गये ।

(ख) तीन हवाई जहाज ऐसे थे जो स्यालकोट की दिशा में उड़ते देखे गये हैं ।

(ग) और (घ). इस विषय में पाकिस्तान सरकार से कोई पूछताछ नहीं की गई, लेकिन संयुक्त राष्ट्र के मुख्य सैनिक पर्यवेक्षक (चीफ मिलिटिरी आबजरवर) से शिकायत की गई थी; उन्होंने कहा कि हवाई जहाज की निश्चित पहचान करना मुमकिन नहीं है । लेकिन, हमारी दो शिकायतों के बारे में उन्होंने यह कहा कि हमारे कथनानुसार, हवाई जहाज जरूर उड़ा था । फिर भी, बहुत ऊंचाई पर उड़ने वाले जेट हवाई जहाजों को पहचानना बहुत मुश्किल था और कोई पूछताछ करने से ऐसा सम्भव नहीं था कि समय और खर्च का लिहाज करते हुये कोई व्यावहारिक परिणाम निकलें ।

यह कहा जा सकता है कि जब कोई हवाई जहाज जमीन से ३०,००० फुट या इससे अधिक उंचाई पर उड़ रहा हो तो राष्ट्रीय सीमाओं का आसानी से पता नहीं लगाया जा सकता । जेट हवाई जहाज की रफ्तार कई सौ मील प्रति घंटा होने के कारण, जरा सी भूल या गलत निर्णय हो जाने से हवाई जहाज ३० या ४० मील सीमा के पार जा सकता है । इस तरह अनिच्छा से सीमा पार हो सकती है और जान-बूझ कर भी सीमा पार की जा सकती है । हवाई जहाज के लिये उचित तो यह होगा कि वह सीमा के निकट जायें ही नहीं ।

Productivity Teams

*712. **Shri Ajit Singh Sarhadi:** Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Unstarred Question No 125 on the 20th November, 1958 and state:

(a) whether the National Productivity Council has finalised the shape of the productivity teams to be sent abroad, and

(b) if so, whether any team has been constituted for Small Scale Industries of Punjab and places to be visited by it?

The Minister of Industry (Shri Manubhai Shah): (a) The first Productivity Team consisting of top management, technicians and representatives of labour has already completed a six weeks' study tour (September—November, 1958) of West Germany, U.K. and U.S.A. By June, 1959, there is provision for sponsoring seven Productivity Teams. These teams will be selected out of the following subjects:

Coal Mining Industry

Plastics Industry

Small Scale Industries

Textile Industry

Top Management Organisation and Training

Building Industry

Marketing and Distribution

Road Transport Industry

Details of composition and terms of reference of six teams have already been finalised by the National Productivity Council and have been processed to Ministry of Finance, Department of Economic Affairs, for forwarding to T.C.M. The teams will visit different countries. Actual itinerary will be decided for each team separately when the preliminary preparations are completed.

(b) There is no proposal for constituting any Productivity Team on State-wise basis.

Dental Goods

*713. **Shri Jinachandran**: Will the Minister of Commerce and Industry be pleased to state what steps Government are going to take to meet the scarcity of dental goods due to import restrictions?

The Minister of Industry (Shri Manubhai Shah): 1 Previously there was no separate item in the Import Policy book for Dental Goods. The item was covered by the entry (Surgical instruments, apparatus and appliances), for which the quotas for Established Importers in the previous half year (April—September, 1958) were:—

Part V 93&94	(*d*) Scientific and surgical instruments made of rubber and/or made of glass including glassware .	15% Gen. 15% Soft.
	(*e*) Surgical instruments, apparatus and appliances not made mainly of rubber and also not made mainly of glass.	66 2/3% Gen. 66 2/3% Soft.

In order that Dental Goods importers may be able to import on the basis of past import of Dental Goods a separate sub-serial No. 93—94—J *viz.*, 'Dental Surgical instruments, apparatus and appliances, not otherwise specified' was opened in the Policy book for the current half year (October 1958—March 1959) Imports of dental goods under this sub-serial number are allowed upto 75 per cent of past imports. Quota licences under this sub-serial number will as a measure of concession be valid for import of a wide variety of dental goods

2 Besides the concessions referred to above for imports of dental goods, steps have also been taken for the manufacture of dental goods in the country Messrs Unichem Laboratories, Bombay have been granted a licence in October 1958 for the manufacture of various dental goods Messrs Dental Corporation of India have put up a factory for the manufacture of artificial porcelain teeth

3. In the Small Scale Sector the Government of West Bengal are manufacturing plastic teeth on a small scale.

भारतीय रुई निर्यात व्यापार

*७१४. श्री श्रीनारायण दास :

क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि .

(क) भारतीय रुई के निर्यात व्यापार की वर्तमान स्थिति क्या है ;

(ख) क्या यह सच है कि इसके बारे में जो लक्ष्य निर्धारित किया गया है उसकी पूर्ति होना कठिन है ;

(ग) इस लक्ष्य की पूर्ति के लिये क्या किसी प्रोत्साहन देने वाली योजना पर विचार किया जा रहा है ,

(घ) यदि हां, तो उस योजना की मुख्य बातें क्या हैं ,

(ङ) क्या रुई के व्यापारियों या उनके सगठन की ओर से इस सम्बन्ध में सुझाव पेश किये गये हैं , और

(च) यदि हा, तो वे सुझाव क्या हैं और उन पर सरकार ने क्या निश्चय किया है ?

वाणिज्य मंत्री (श्री कानूनगो)
(क) रुई की चालू फसल १ सितम्बर १९५८ से शुरू हुई और ३१ दिसम्बर १९५८ तक १,५०,५५० गाठें निर्यात की गयी । यह परिमाण १९५६ तथा १९५७ की इन्ही अवधियो मे किये गये निर्यात से अधिक है । इन अवधियो में यह निर्यात क्रमश ४७,७७१ और २९,४८४ गाठें रहा था ।

(ख) सरकार ने रुई के निर्यात के बारे मे कोई लक्ष्य निर्धारित नहीं किया है । रुई की प्रत्येक फसल में सरकार कुछ परिमाण में रुई के निर्यात की अनुमति दिया करती है जो आतरिक जरूरत पूरी होने के बाद फालतू रुई बचने पर निर्भर होती है । १ सितम्बर, १९५८ से शुरू होने वाली चालू फसल मे कुल ५ लाख गाठें रुई निर्यात के लिये मुक्त की गयी । अभी तक होने वाले निर्यात की गति निराशाजनक नही है । मौसम समाप्त होने से पहले सारी ५ लाख गाठें रुई निर्यात की जा सकेगी या नही, यह निश्चयपूर्वक नही कहा जा सकता क्योंकि यह, अन्य बातों के अलावा, स्वतन्त्र विश्व में रुई की खपत के स्तर पर निर्भर है जो कि गिर रहा है ।

(ग) जी, नही ।

(घ) प्रश्न ही नही उठता ।

(ङ) और (च) जी, हा । ईस्ट इंडिया काटन एसोसियेशन, काटन बायर्स एसोसियेशन, आदि ने निम्न सुझाव दिये है —

(१) सूती वस्त्र निर्यात प्रोत्साहन योजनाओ के समान रुई के निर्यात के लिये भी निर्यात प्रोत्साहन की योजना शुरू की जाये ।

(२) जापान, फ्रांस और इटली जैसे देशों से विशेष भुगतान करार किये जाये जिससे वे आयात के मूल्य का भुगतान अपनी मुद्राओ में कर सके । इस मुद्रा को उन देशो से मशीनों का आयात करने में प्रयोग किया जा सकता है ।

(३) रुई पर से निर्यात-शुल्क हटा दिया जाये जिससे निर्यात की रफ्तार बढ सके ।

(४) पुरानी फसल की कितने ही लम्बे रेशे की रुई का निर्यात बेरोकटोक करने दिया जाये ।

सरकार ने उपर्युक्त सुझावों पर विचार करके नीचे लिखे अनुसार निश्चय कर दिये है —

सरकार यह स्वीकार नही करती कि किसी प्रोत्साहन योजना की आवश्यकता है । फसल के शुरू में निर्यात के कोटे की घोषणा करके और निर्यात शुल्क घटा कर आधा करके सरकार जो कुछ भी सम्भव था कर चुकी है । अब यह काम व्यापारियों का है कि वे ऐसे प्रयत्न करें कि जिस से समस्त कोटे का निर्यात हो जाय । फिर भी सरकार सदा सजग है ।

व्यापारियों को किसी भी देश को रुई का निर्यात करने की आजादी है। रुई के निर्यात के लिये दिये गये कोटे के अलावा अन्य किस्मों जैसे आसाम / कोमिल्ला, जोडा, पीलो, आदि को खुले तौर पर निर्यात करने की अनुमति दी जाती है। जहां तक भुगतान के विशेष करार करने का प्रश्न है, यह मामला इन देशों से होने वाले व्यापार के रूप से सम्बन्ध रखने वाली सामान्य शान्ति का है और सरकार इन बातों को सदा अपने ध्यान में रखती है।

कच्ची रुई पर से निर्यात-शुल्क हटा देने का सरकार का कोई इरादा नहीं है।

रेशों की लम्बाई का विचार किये बिना रुई के निर्यात की अनुमति देना सम्भव नहीं पाया गया है। प्रादेशिक आधार पर रुई का निर्यात करने की व्यवस्था करना कठिन होगा। आवश्यकता पूरी करने के उद्देश्य से जहां तक सम्भव हो सका है, सरकार पुरानी फसल में से २५/३२ इंची रेशे वाली रुई तक की ५०,००० गांठों का निर्यात करने की अनुमति दे चुकी है। ऐसा करने में सरकार को उद्योग की आवश्यकताओं को देखना पड़ता है जो इतने लम्बे रेशे की रुई काम में लाता है।

Afro-Asian Economic Conference

*715. Shri Bimal Ghose:
Shri Raghunath Singh:
Shri D. C. Sharma:
Shri Shivananjappa:

Will the **Prime Minister** be pleased to state:

(a) whether the Ceylon Prime Minister had made a proposal to the Bandung Powers for the holding of an Afro-Asian Conference on economic co-operation; and

(b) if so, the reaction of the Government to this proposal?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) and (b). The Prime Minister of Ceylon has been corresponding with the Prime Minister about the desirability of the Bandung Powers discussing questions of economic co-operation. This proposal is being considered. It is obvious that such a meeting would require careful preparation and probably small preparatory committees may have to meet before the larger meeting is held.

Baghdad Pact

*716. Shri Shivananjappa:
Shri Raghunath Singh:
Shri Hem Raj:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that the Indian High Commissioner for Pakistan in Karachi was recently invited to attend the inaugural meeting of the Ministerial Council of the Baghdad Pact in Karachi;

(b) if so, whether he attended the meeting; and

(c) if not, the reason therefor?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes, Sir.

(b) No, Sir.

(c) The Inaugural Session was on 26th January which is India's Republic Day. The High Commissioner had unavoidably to attend a function in the Indian High Commission at that time.

Naga People Convention

*717. **Pandit D. N. Tiwary:** Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that the Select Committee of the Naga People Convention which met at Kohima in the second week of December, 1958 appointed a 25-man Committee to draft a political settlement of the Naga problems;

(b) whether Government has been approached by the Select Committee

for the appointment of an Advisory Board to help implementation of the development schemes and for taking precautionary measures to ensure safety of peace-loving Nagas; and

(c) if so, the reactions of Government thereto?

The Parliamentary Secretary to the Minister of External Affairs (Shri J. N. Hazarika): (a) and (b). The Select Committee of the Naga People's Convention at its Kohima meeting on the 11th December, 1958, passed resolutions—

(i) Appointing a Drafting Committee of 25 members to prepare a draft for the Naga political settlement within the decision of the Naga Peoples Convention held at Kohima in August 1957. The Committee was required to submit the draft within 4 months, i.e., 1st May, 1959 to the Select Committee for its consideration and thereafter to place before the Naga Peoples Convention for approval and submission to the Government

(ii) Requesting the Government to take necessary measures for the security of life and prosperity of the law abiding citizens

The Select Committee also discussed and approved the setting up of development advisory committees in order to associate the Naga Peoples Convention and the people more closely with the Government's development programmes This was applauded by the meeting but was not passed as a resolution.

(c) Development schemes have all along been implemented with the advice of village elders and with the assistance of the local people. Recently, specific instructions have also been issued to the Commissioner to form tribal councils for advising on development projects.

The Administration is taking all possible measures to ensure safety of law-abiding Naga citizens.

Barter Deal with U.S.A.

*718. Shri Vidya Charan Shukla:
Shri Ram Krishan:
Dr. Ram Subhag Singh:
Shri Hem Barua:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government are considering the question of getting more U.S. cotton against the export of mica and other materials under barter deal with the U.S.A.; and

(b) if so, the decision taken?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b) A barter proposal for U.S. cotton against Indian mica is under consideration

Manufacture of Heavy Machinery

*719. Shri Ram Krishan:
Shri Kamal Singh:
Shrimati Renu Chakravartty:
Qazi Matin:
Shri Hem Barua:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that an Indo-British consortium has been set up to manufacture boilers for power houses, cement and mining machinery;

(b) if so, where will the plant be located and what will be its range of production;

(c) what are the terms and conditions under which foreign capital is participating;

(d) the expected date by which the project will go into production; and

(e) what is the likely saving in foreign exchange as a result of this production?

The Minister of Industry (Shri Manubhai Shah): (a) Presumably the hon. Members have in view the scheme of manufacture of cement machinery, mining machinery, water tube boilers, etc. by the Associated Cement Companies Ltd., in collaboration with

Messrs. Vickers and Babcock & Wilcox of U.K. If this presumption is correct, it may be stated that a company has been registered in January, 1959 under the name and style of A.C.C.-Vickers-Babcock Ltd., and a licence under the Industries (Development and Regulation) Act has been granted to the firm.

(b) This plant will be located at Durgapur (West Bengal) and the range of its production and capacities (in weight of finished machinery), to be achieved by 1965 are as below:—

(i) Water tube boilers and Pressure Vessels.	6500 tons per annum exclusive of bought out components.
(ii) Cement making machinery, General Mining Machinery, Coal Mining Machinery and other general machinery.	2230 tons per annum exclusive of imported accessories.

(c) The foreign collaborators have agreed to participate in the capital of the company to the extent of 49·8 per cent., the balance of the share capital being taken up by A.C.C. and their associates. The terms of collaboration also involve payment of royalties for technical assistance to be rendered by the U.K. companies.

(d) It is expected that the project will go into production by 1962

(e) Considering that production will commence only in 1962 and the target capacity will be reached in 1965, it is not possible at this stage to assess the exact foreign exchange saving.

Pakistan Aircraft

*720. Shri Vajpayee:
Shri D. C. Sharma:
Shri N. R. Munisamy:
Shri Raghunath Singh:
Shri A. K. Gopalan:
Shri Kodiyan:

Will the Prime Minister be pleased to state:

(a) whether on the 17th January, 1959 Pakistani jet planes were seen flying over Indian territory near border areas of Mamdot and Ferozepur; and

(b) if so, whether Government have taken any steps in this regard?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) On the 17th January Jet planes from Pakistan flew over the Indian border area near Jalalabad, Hussainiwala, Khalra and Dhangai.

(b) The Government of Pakistan have been requested to take effective measures against such violations.

Closure of Kanpur Cotton Mills. Ltd., Kanpur

*721. Shri S. M. Banerjee:
Shri Tangamani:

Will the Minister of Labour and Employment be pleased to state:

(a) whether Kanpur Cotton Mills Ltd., Kanpur has been completely closed;

(b) if so, the number of workers affected by this closure;

(c) whether retrenchment compensation has been paid to them;

(d) if not, the reasons for the non-payment; and

(e) whether State Government have been advised by the Central Government to take over this mill?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes, with effect from 16th February, 1959

(b) 3049 permanent and 583 substitutes

(c) No

(d) Unsatisfactory financial conditions. The Management also claim that legally they are not liable to pay. The matter has, however, been referred to adjudication by the State Government.

(e) No.

Safety Measures in Mines

935. { **Shri Ram Krishan:**
{ **Sardar Iqbal Singh:**

Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Unstarred Question No. 566 on the 29th November, 1958 and state:

(a) whether the conference to discuss safety measures in mines has since reached final decision; and

(b) if so, the nature thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The Summary of the Proceedings of the Conference will be laid on the Table of the Sabha shortly. The Conference has made recommendations with a view to preventing accidents in mines. Among the measures suggested are safety education and propaganda, development of safety consciousness, stabilisation of labour force, improved standards of ventilation and lighting and of handling and using explosives, and setting up of Safety Committees in mines.

Plan Publicity Centre in Delhi

936 **Shri Ram Krishan:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether the scheme for setting up a Plan Publicity Centre for old Delhi has been finalised; and

(b) if so, the main features thereof?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b) The Delhi Administration propose to set up an Information Centre in Old Delhi. The Centre is intended primarily to provide information to the public about activities under the Five Year Plan. It will have a reference library and a reading room containing important newspapers, periodicals, literature and charts explaining the Five Year Plan and also publications of the Central Government and the Delhi Administration. There will be an enquiry desk and also arrangements for documentary film shows and a special information corner for women.

University Bureaux

937. { **Shri Ram Krishan:**
{ **Sardar Iqbal Singh:**

Will tthe Minister of **Labour and Employment** be pleased to state:

(a) names of University Bureaux set up so far; and

(b) the names of University bureaux to be set up during the remaining period of Second Five Year Plan?

The Deputy Minister of Labour (Shri Abid Ali): (a) One at the Delhi University

(b) Four—one each at the Universities of Calcutta, Trivandrum, Banaras and Aligarh

Silk Processing Factories

938. **Shri Ram Krishan:** Will the Minister of **Commerce and Industry** be pleased to state the number of licences given for the setting up of Silk Processing Factories in private sector during 1958-59 so far (State-wise)?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): No licence has been granted under the Industries (Development and Regulation) Act, 1951, for setting up Silk Processing Factories during 1958-59. The processing of silk in small scale units does not require a licence

Three licences for setting up units for the processing of art silk have, however, been granted under the Industries (Development and Regulation) Act during the period 1958-59. All these three applications for licence were from Bombay State.

Dramatic Troupes for Plan Publicity

939. Shri Pangarkar: Will the Minister of Information and Broadcasting be pleased to state:

(a) the number of dramatic troupes in Bombay State which have been given Second Five Year Plan publicity dramas during 1958-59 so far; and

(b) the total amount spent in Bombay during the same period?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b) Thirty dramatic troupes in the State of Bombay were registered for the purpose of undertaking the activities of the Song and Drama Division. As a result of the general review of these troupes in the various States, eight of these have been selected for future performances. A sum of Rs. 34,400 was also set apart for the activities of the Division in this State. But information as regards the number of troupes actually utilised during the period in question, and the expenditure incurred for that purpose, is not readily available.

Export of Indian Films to Iraq and Egypt

940. Shri Pangarkar: Will the Minister of Commerce and Industry be pleased to state:

(a) the total number of Indian films exported to Iraq and Egypt during 1957-58 and 1958-59 so far; and

(b) the foreign exchange earned during that period?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): Statistics relating to the Quantity of films exported are recorded in "Length feet" and not in numbers. Export of films to Iraq and Egypt during 1957-58 and 1958-59 in quantity and value are as follows:—

STATEMENT

(Quantity in '000' Length ft.)
(Value in '000' of Rs.)

Community & Country	1957-58		1958-59 (April-Nov.)	
	Qty.	Val.	Qty.	Val.
Cinematographic Films Exported (whether developed or not)				
Standard 35 MM.				
Iraq	39	50	..	..
Egypt	15	7	30	11
Sub-Standard				
Iraq	6	1	..	..
Egypt	5	1	+	+

Export figures beyond November, 1958 are not yet available.

Documentary on Rope-Dancers and Snake-Charmers

941. Shri Pangarkar: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether any documentary has been produced on rope-dancers and snake-charmers so far; and

(b) if not, the reasons therefor?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). No documentary on rope-dancers and snake-charmers has been produced by the Films Division. The production programme for the Division has to be framed taking account of the relative importance and urgency of a large variety of subjects.

Immigrants from West Pakistan

942. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) the total number of immigrants from West Pakistan during 1958-59; and

(b) how do these figures compare with those of 1957-58?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) *3746 migrants entered India during the period from 1st January to 31st December, 1958.

(b) 6,449 migrants entered India during the period from 1st January to 31st December, 1957

Tea

943. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) the steps taken to improve the yield per acre of tea during 1958-59 so far; and

(b) the result achieved?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). Arrangements for the allocation of the following amount of fertilizers were made during 1958-59:—

Sulphate of ammonia	42,425 tons
Urea	7,816 tons
Sulphate of ammonia Nitrate .	5,951 tons

Supply of insecticides was also facilitated.

The production of tea in India during 1958 has been estimated to be 708 million lbs. recording an increase of 24 million lbs. over 1957

Export of Films

944. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of films exported to the Middle Eastern Countries, Country-wise, during 1958; and

(b) how this export compares with that of 1957?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). A statement is laid on the Table of the Sabha. [See Appendix II, annexure No. 61.]

Rayon Fabrics

945 Shri Damani: Will the Minister of Commerce and Industry be pleased to state:

(a) whether exports of Rayon Fabrics and manufactures have registered a decline during 1958-59 so far; and

(b) if so, the details thereof as compared with last year?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) No, Sir.

(b) Does not arise.

Export of Cotton Waste

946. Shri Damani: Will the Minister of Commerce and Industry be pleased to lay a statement on the Table showing India's exports of cotton waste during the year 1957 and 1958 together with the amount and destinations?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A statement is laid on the Table of the Sabha [See Appendix II, annexure No 62]

Resin and Turpentine Industry in Punjab

947 { **Shri Daljit Singh:**
Sardar Iqbal Singh:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Government of Punjab have formulated certain schemes for further development of resin and turpentine industry;

*This figure does not include migrants into Rajasthan for first fortnight of December, 1958.

(b) if so, the details of the scheme; and

(c) the steps taken or proposed to be taken to give grants and loans to the industry?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Yes, Sir.

(b) It is proposed to set up a modern Oleo Resin processing and general mills at Gagret (District Hoshiarpur) on co-operative basis. The undertaking is expected to process about two lakh maunds of Oleo Resin per year.

(c) Information is being collected and will be laid on the Table of the House

Manufacture of Polythene

948. **Shri D. C. Sharma:** Will the Minister of Commerce and Industry be pleased to state the present position of indigenous manufacture of polythene?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): At present there is no indigenous production of Polythene. Two firms—Messrs Alkali and Chemicals Corporation of India Ltd., Calcutta and Messrs. National Carbon Co. Ltd., Calcutta were, however, licensed in 1956 for the manufacture of Polythene with a capacity of 3500 tons and 2700 tons per annum respectively. The former is expected to go into production by the middle of this year. The latter may be able to commence production by the end of 1960 or early 1961, with an initial capacity of 1600 tons per annum.

Per Capita Income

950. **Shri V. P. Nayar:** Will the Minister of Planning be pleased to lay on the Table a statement showing:

(a) the *per capita* income in each State at the commencement of the First Five Year Plan;

(b) the *per capita* income in each of the re-organised States as in 1957-58; and

(c) the *per capita* Central aid for the First Five Year Plan for each of the erstwhile States and the corresponding figure for each of the new States or territories now comprising the present States for the Second Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). Statewise estimates of *per capita* income are not available

(c) Two statements are laid on the Table of the House. [*See* Appendix II, annexure No. 63.] Statement I gives *per capita* estimates of Central assistance given to States under the First Five Year Plan. Statement II gives Central assistance *per capita* for the re-organised States for the first three years of the Second Plan. While comparing the figures of Central assistance under the First Plan with those under the Second Plan it may be borne in mind that under the First Plan expenditure on major river valley projects, community development and certain other items was being shown as part of the Central plan, whereas in the Second Plan these items are being shown in the State plans and thus assistance given for these purposes is treated as Central assistance for State plans

Heavy Industries

951. **Shri V. P. Nayar:** Will the Minister of Planning be pleased to state the Central investments in the First and Second Five Year Plans for Heavy Industries in the public sector in each of the erstwhile States before re-organisation and of the States or areas comprising new States after re-organisation?

The Deputy Minister of Planning (Shri S. N. Mishra): Two statements are laid on the Table of the House. [*See* Appendix II, annexure No. 64.]

Ever-bright Steel

952. **Shri V. P. Nayar:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total annual imports of Ever-bright Steel in India during the Second Five Year Plan so far;

(b) the quantity of this material used in the manufacture of utensils for domestic use as against the uses for other industrial purposes; and

(c) whether Government intend to bring in at least a progressive reduction in the use of Ever-bright Steel for domestic utensils manufacture?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) 1957: 8,200 tons approximately; 1958 (Jan.-Nov.) 1,773 tons.

Figures for 1956 are not available as the item was not specifically shown in the then Import Trade Classification.

(b) Figures are not available

(c) There is no such proposal at present, apart from such reduction as is secured by reduced imports of the metal on account of foreign exchange stringency

Import of Cotton

953. **Shri V. P Nayar:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have decided to import from the U.S A. under P.L. 480 about 1 lakh bales of cotton of 1-1|16" staple and to reserve half the quantity for Export Incentive Scheme;

(b) whether a statement will be laid on the Table showing the details of U.S cotton imported since the commencement of the First Five Year Plan (year-wise) with details of the staples and the values thereof; and

(c) the percentage of the imported staple cotton used in India's Textile goods exported as against such goods consumed in India in each such year?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Yes, Sir. Half of this quantity had been reserved for import under the Cotton Textiles Export Incentive Scheme. It has, however, been decided that with effect from the 1st January, 1959 the import of the country's entire requirements of foreign cotton will be linked with export of cotton textiles/yarn under the Incentive Scheme.

(b) A statement is laid on the Table of the Sabha. [*See* Appendix II, annexure No. 65.]

(c) India exports mainly coarse and medium cloth. A certain quantity of foreign cotton also goes into the production of medium varieties of cloth after mixing such cotton with indigenous cotton. It is not, however, possible to arrive at an estimate of the foreign cotton consumed in the manufacture of textiles exported.

Slum Clearance in Rajasthan

954. **Shri Onkar Lal:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of slum clearance schemes sanctioned for Rajasthan during the Second Five Year Plan;

(b) the progress made under the scheme;

(c) the amount allocated by Centre to Rajasthan for this purpose in 1958-59 and for the Second Five Year Plan period; and

(d) the amount spent out of the above allocations so far separately?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Three Slum Clearance projects of Rajasthan for the towns of Jaipur, Alwar, and Udaipur were sanctioned upto July, 1958. In accordance with the revised procedure since prescribed, the Rajasthan Government can now themselves sanction their Slum Clearance projects, provided these conform to the provisions of the Scheme.

(b) No progress has so far been reported against the three projects, by the State Government.

(c) A sum of Rs. 2.80 lakhs (including Rs. 0.70 lakhs as the State's share of the matching subsidy) has been allocated for Slum Clearance in Rajasthan during 1958-59. The total allocation to the State during the 2nd Plan period under the Scheme is Rs. 45.07 lakhs including Rs 11.27 lakhs as the State's share of matching subsidy

(d) No disbursement has been made to the State Government during the last two years. A budget provision of Rs. 2.10 lakhs, being the Central share, exists for the current year and monthly payment to State Government against this has been made according to the revised payment procedure.

Displaced Persons in Ghatti Village

955. **Shri Onkar Lal:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) the total number of families from East Pakistan rehabilitated in Ghatti of Kotah District of Rajasthan so far; and

(b) how much land has been allotted to these families for purposes of cultivation and also allotment of land per family?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) 232 families have been settled at Ghatti and Parania in District Kotah.

(b) Eight acres of land—some irrigated and some unirrigated—is to be allotted to each agriculturist family and 1½ acre to each non-agriculturist family So far 556 acres of irrigated land have been allotted at the rate of 2½ acres to each agriculturist and 1 acre to each non-agriculturist family. The balance of land is expected to be allotted shortly.

Claims of Displaced Banks

956. **Shri Onkar Lal:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) the amount claimed by the displaced banks in India in respect of advances made by them to Muslim Contractors against bills of collection in respect of supplies made to Government of India before partition and sent for collection by such banks with Powers of Attorney in their favour;

(b) the terms of agreement between India and Pakistan in respect of payments of such bills,

(c) the amount paid to displaced banks in respect of bills referred to in part (a); and

(d) if no amount has been paid to these banks so far reasons therefor?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (d). Under the agreed arrangements with Pakistan, claims have been invited from evacuee contractors for supplies made or services rendered to the undivided Government of India The agreement contemplates payment being made to evacuee contractors, after verification of their claims There is no specific agreement between the two Governments for payment of dues to banks holding power of attorney in their favour from evacuee contractors. The number of displaced banks in India which have put in claims for payment of such dues is very small and actually no payment has been made to them so far Information regarding the number of displaced banks and the amounts claimed by them is being collected.

News Readers in A.I.R.

957. **Shri Madhusudan Rao:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether there is any difference in the pay scales of language news readers and Hindi and English news readers in All India Radio; and

(b) whether the Staff artistes in A.I.R. are entitled to travelling concessions granted by the Ministry of Home Affairs

The Minister of Information and Broadcasting (Dr. Keskar): (a) There is no difference in the scales of remuneration for news readers of different language units but there may be differences in the starting monthly fee depending on the qualification, experience and grading of candidates

(b) No, Sir, but the matter is under consideration

Messrs Tata Fisons (Private) Ltd., Cochin

958. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state

(a) whether Messrs Tata Fisons (Private) Limited, Cochin manufacture Benzene Chloride and DDT dusting powder for which the Indian Standards Institute has granted licences, and

(b) if so, where this manufacture is taking place?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri) (a) Yes Sir Messrs Tata Fisons (Private) Ltd are manufacturing Benzene Hexachloride and DDT dusting powder in respect of which they have been granted ISI certification Marks licences

(b) The manufacture is carried on at the firm's factories at Bombay and Cochin

State Trading Corporation

959. Shri Keshava: Will the Minister of Commerce and Industry be pleased to state

(a) how many Joint Secretaries of Government are attached to the State Trading Corporation of India (Private) Ltd; and

(b) what are their respective duties and obligations?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) The Board of Directors of the State Trading Corporation consists of 12 Directors of whom 11 are senior Government officers A statement giving the names and designations of the Directors is attached [*See* Appendix II, annexure No 66] The Managing Director alone is a full-time Director of the Corporation

(b) The duties and obligations of the Directors are the same as in the case of Directors of Private Limited Companies as specified in the Companies Act, 1956 and Articles of Association of the Corporation

Second Five Year Plan

960. { Shri Ram Krishan. Sardar Iqbal Singh

Will the Minister of Planning be pleased to refer to the reply given to Unstarred Question No 1072 on the 8th December, 1958 and lay a copy of a document incorporating the result of discussions regarding programmes in the last two years of the Second Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra) The document referred to in my reply on December 8, 1958 to Unstarred Question No 1072 is getting ready and will be submitted to Parliament shortly

Mica Wet Grinding Plant

961 Shri Ram Krishan. Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No 495 on the 3rd December, 1958 and state at what stage is the scheme of setting up a Mica Wet Grinding Plant with American collaboration?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): The Government of Rajasthan propose to set up a Wet Mica Grinding Plant in collaboration with an American Company The Government of India

approved the above scheme in March, 1958. The American Company raised some further questions and these have been replied to by the State Government in January, 1959. The final reply from the American Company is awaited by the State Government.

Community Radio Sets

962. **Shri Ram Krishan**: Will the Minister of **Information and Broadcasting** be pleased to state the value and number of community radio sets supplied to Punjab Government under the subsidy scheme so far?

The Minister of Information and Broadcasting (Dr. Keskar): By 31st March, 1959, the Punjab Government will have been supplied 5910 Community radio sets under the subsidy Scheme of a value of about Rs. 15,73,000 (exclusive of incidental expenses, departmental charges etc.). The share of the Central Government's subsidy being about Rs 8 04,000

Second Five Year Plan

963. **Shri Ram Krishan**: Will the Minister of **Planning** be pleased to state:

(a) the revised allocations in the Second Five Year Plan for:

(i) construction of roads;

(ii) construction of new railway lines;

(iii) cement;

(iv) fertilizer;

(b) the total amount spent so far under each of the above headings, year-wise, and

(c) the physical targets set for each together with the achievements made so far?

The Deputy Minister of Planning (Shri S. N. Mishra): Two statements are laid on the Table of the House. [*See* Appendix II, annexure No. 67.]

Correspondence with Foreign Countries

964. **Shri Ram Krishan**: Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that most of the countries use their own languages for correspondence with our country;

(b) whether it is also a fact that the language used by India in reply to correspondence from them is English; and

(c) if so, why the reply is not given in India's national language, i.e., Hindi?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Foreign Governments in their correspondence with our Missions abroad generally use their own languages, while most of the Diplomatic Missions in India in correspondence with the Government of India use English

(b) Yes In some cases our Missions send unofficial translations in the national languages of the countries concerned

(c) Most of the Foreign Governments do not have facilities for translating the replies received by them in Hindi Hence Hindi is not adopted in correspondence with them either by our Missions abroad or by the Government of India.

Formal documents, like Letters of Accreditations, etc are sent in Hindi.

X-Ray Manufacturing Factories

965. **Shri Ram Krishan**: Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No 258 on the 25th November, 1958 and state:

(a) whether the terms of foreign collaboration of X-ray manufacturing factories have since been scrutinised; and

(b) if so, the nature of the terms approved?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) *Large Scale Sector*: Of the three approved schemes, foreign collaboration terms have been scrutinised and agreed to in the case of two. They are Messrs. Escorts (Agents) P. Ltd., Delhi and Messrs. Siemens Engg. & Mfg. Co. of India P. Ltd., Bombay. In the case of the third firm, Messrs Radon House, Calcutta, no foreign collaboration is involved for the first phase of their manufacturing programme, for which approval has been given.

Small Scale Sector: In this sector only one scheme has been approved. The collaboration terms of this scheme are under scrutiny

(b) The general terms approved are broadly on the basis of some payment of royalty not exceeding five per cent, subject to Indian taxes.

Wage Map for Bombay and Kanpur

966. Shri Ram Krishan:
Shri D C. Sharma:
Sardar Iqbal Singh:

Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Unstarred Question No 1296 on the 11th December, 1958 and state the progress made so far in drawing up experimental wage maps for Bombay and Kanpur?

The Deputy Minister of Labour (Shri Abid Ali): State Governments are collecting the necessary data

Government Buildings on Parliament Street

967. Shri Ram Krishan: Will the Minister of **Works, Housing and Supply** be pleased to state·

(a) whether the Post and Telegraph Buildings and other multi-storeyed Government buildings on Parliament Street have been constructed solely by the Central Public Works Department or whether any portion of them were entrusted to private contractors; and

(b) what if any, is the value of work handled by private contractors?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) The building [*viz.* A.I.R., Multi-storied (Phase 5) and D.G.P. & T. buildings] have been constructed by the C.P.W.D. through registered private contractors who are borne on the approved list.

(b) Rs 72.81 lakhs.

Exports to U.K.

968. Shri Ram Krishan:
Shri D. C. Sharma:
Shri Pangarkar:

Will the Minister of **Commerce and Industry** be pleased to state·

(a) whether there is any improvement in the export of the Indian goods to the United Kingdom during the year 1958-59 so far in comparison with that of the year 1957-58; and

(b) whether the imports into India from the United Kingdom have declined during 1958-59 as compared to 1957-58?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). Statistics of India's exports to and imports from the U.K. are at present available only upto the month of November, 1958. The values for such exports and imports during the first eight months of 1958-59 (April-November, 1958) and the corresponding period of 1957-58 (April-November, 1957) are as follows:

(Value in lakhs of Rs.)

	April-November, 1957	April-November, 1958
Exports . .	1,04,16	1,13,65
Imports	1,53,91	98,39

Second Five Year Plan, Andhra Pradesh

969. { **Shri Nagi Reddy:**
Shri Ramam:

Will the Minister of **Planning** be pleased to state the particular projects which are likely to be affected due to the pruning of the Second Five Year Plan in relation to Andhra Pradesh?

The Deputy Minister of Planning (Shri S. N. Mishra): The revision in the total outlay under the Second Five Year Plan has not affected any project included in the Plan of Andhra Pradesh

Central Schemes

970. { **Shri Nagi Reddy:**
Shri Ramam:

Will the Minister of **Planning** be pleased to state the amount provided for the Centrally Sponsored Schemes in the various States (State-wise) in the first two years of the Second Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra): Information is being collected and will be laid on the Table of the House

Export of Iron Ore

971. { **Shri Nagi Reddy:**
Shri D. V. Rao:

Will the Minister of Commerce and **Industry** be pleased to state

(a) the number and names of countries to which iron ore was exported in the year 1958 with details of grades and prices thereof, and

(b) what would be the amount of export to those countries in 1959—the grades and prices thereof?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). A statement showing the exports of iron ore made by the State Trading Corporation to various countries during the year 1958 and the estimated exports for the year 1959 is laid on the Table of the Sabha. [*See* Appendix II, annexure No. 68]. It would not be in the business interest of the Corporation to disclose the prices and other details of the contracts

Development of Handicrafts

972. { **Shri Nagi Reddy:**
Shri Ramam:

Will the Minister of **Commerce and Industry** be pleased to lay a statement showing the amount sanctioned by the Central Government for the development of Handicrafts during 1956-57, 1957-58 and 1958-59 so far (State-wise)?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A statement is laid on the Table of the Sabha [*See* Appendix II, annexure No 69]

Import of Jute and Jute Cuttings

973. **Shri Rameshwar Tantia:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether jute and jute cuttings were imported from Pakistan during 1957 and 1958,

(b) if so, the amount paid for this; and

(c) the value of import licences that have been given for January-March, 1959 period?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Yes, Sir

(b) The value of imports of jute and jute cuttings was Rs 7 2 crores in 1957 and Rs 3 25 crores during January-November, 1958 Figures for December, 1958 are not yet available.

(c) Approximately Rs 20.98 lakhs during the period January to 15th February, 1959.

Membership of Trade Unions

974. Shri S. M. Banerjee: Will the Minister of Labour and Employment be pleased to refer to the reply given to the Starred Question No. 536 on the 3rd December, 1958 and state:

(a) whether membership of All India Trade Union Congress, Indian National Trade Union Congress, Hind Mazdoor Sabha and United Trade Union Congress as on the 31st March, 1958 has since been verified,

(b) if so, the verified membership of each organisation; and

(c) if not, the reasons for delay?

The Deputy Minister of Labour (Shri Abid Ali): (a) Not yet

(b) Does not arise.

(c) According to the time schedule, the verified figures of membership as on 31st March, 1958, are due to reach Government by the end of April

Bonus to Insurance Employees

975. Shri S. M. Banerjee: Will the Minister of Labour and Employment be pleased to refer to reply given to the Starred Question No. 52J on the 3rd December, 1958 and state.

(a) the further steps taken by Government to consider the demand for bonus of the All India Life Insurance Employees' Association, Bombay;

(b) whether any meeting has been held with the representatives of the All India Life Insurance Employees' Association; and

(c) if so, with what results?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). A report has since been received in the matter from the Regional Labour Commissioner, Bombay, who held conciliation proceedings. The report is under examination.

गो मांस का निर्यात

९७६. श्री प्रकाश वीर शास्त्री : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि भारत में कौन-कौन से बन्दरगाहों से गो-मांस निर्यात होता है ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) : बम्बई और कलकत्ता से ।

Employees of Faridabad Development Board

977. Shri Ajit Singh Sarhadi: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the total number of employees retrenched, removed or retired from the Faridabad Development Board so far,

(b) whether such persons have been absorbed in other Government Departments; and

(c) if not, the number of those who have not been so absorbed and the reasons thereof?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) 149 from January, 1957 upto date.

Retired	5
Retrenched:	
Regular Establishment	30
Workcharged Establishment	114

(b) and (c). The 30 retrenched employees from regular establishment have been given priority category III for purposes of re-employment by the Employment Exchanges. The exact number reabsorbed in services is however, not known.

Export of Monkeys

978. **Shri Ajit Singh Sarhadi:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total export of monkeys during the years 1957-58 and 1958-59 and the foreign exchange earned therefrom; and

(b) whether any steps have been taken to increase such export?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a)

Year	Quantity	Value
	Nos.	Rs. lakhs
1957-58	2,00,599	143
1958-59 (April-November)	53,099	31

(Figures beyond November, 1958 are not yet available).

(b) No, Sir

उत्तर प्रदेश और पंजाब के पर्वतीय क्षेत्र

२७६. { श्री भक्त दर्शन :
श्री हेम राज :

क्या योजना मंत्री २६ नवम्बर, १९५८ के तारांकित प्रश्न संख्या ३७६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि ·

(क) योजना आयोग के सलाहकार उत्तर प्रदेश व पंजाब के पर्वतीय क्षेत्रों की योजनाओं की जो जांच कर रहे थे, क्या इस बीच वह पूरी हो गई है ;

(ख) यदि हां, तो क्या उनके द्वारा की गई सिफारिशों का मोटा स्वरूप बताने वाला एक विवरण सभा-पटल पर रखा जायेगा ;

(ग) उनकी सिफारिशों पर क्या कार्यवाही की गई है ;

(घ) यदि प्रश्न के उपरोक्त भाग (क) का उत्तर नकारात्मक हो, तो उन सलाहकारों ने अपने कार्य में अब तक क्या प्रगति की है ; और

(ङ) कब तक संशोधित योजनाओं के बारे में अन्तिम निर्णय हो जाने की आशा की जाती है ?

योजना उपमंत्री (श्री श्या० नं० मिश्र) : (क) से (ङ). योजना आयोग के कार्यक्रम सलाहकार ने उत्तर प्रदेश के पर्वतीय क्षेत्रों की *योजनाओं की जांच की और उन पर राज्य* सरकार के साथ विचार किया। इस विषय में कृपया १० फरवरी, १९५९ को दिये गये तारांकित प्रश्न संख्या ३९ के उत्तर को देखिये। राज्य सरकार से विस्तृत प्रस्तावों की प्रतीक्षा है। पंजाब सरकार के पर्वतीय क्षेत्रों में हुई प्रगति के विषय में पूरी जानकारी अभी प्राप्त नहीं हुई। राज्य सरकार से अतिरिक्त स्कीमों के सुझाव भी अभी प्राप्त नहीं हुए हैं।

Tailors of West Bengal

980. **Shri Muhammed Elias:** Will the Minister of Labour and Employment be pleased to state

(a) whether it is a fact that the 3 00,000 tailors of West Bengal are facing serious difficulty for not having any jobs;

(b) whether Government have received any representation in this regard; and

(c) if so, the action taken thereon?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). A representation of tailors has been received to that effect;

(c) The matter has been referred to the State Government

Export of Jute

981. **Shri Raghunath Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Jute Balers Association of Calcutta has forwarded suggestions to the Government for the improvement of the export of jute; and

(b) if so, the action taken in the matter?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Yes, Sir.

(b) These suggestions have been taken into account while formulating the current export policy for raw jute which provides for the export of a limited quantity of raw jute being canalised through the State Trading Corporation.

तैयार कपड़ों का निर्यात

६८२. **श्री नवल प्रभाकर :** क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि .

(क) १९५७–५८ तथा १९५८–५९ मे सरकार ने किन-किन राज्यो से सिले सिलाये कपडो का निर्यात किया ; और

(ख) निर्यात किये गये माल का मूल्य क्या था ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) (क) सिले सिलाये कपडे के निर्यात के राज्यानुसार आकडे उपलब्ध नही है ।

(ख) १९५७ तथा १९५८ में निर्यात किये गये सिले सिलाये कपडो का मूल्य इस प्रकार है :

वर्ष	मूल्य हजार रुपये में
१९५७ . .	३१,३०
१९५८ . . (जनवरी-नवम्बर)	३१,१४

दिल्ली में पंजीकृत कम्पनियां

६८३. **श्री नवल प्रभाकर :** क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में ३१ दिसम्बर, १९५८ को समाप्त होने वाले वर्ष में कितनी नवीन कम्पनिया पंजीकृत हुई ; और

(ख) इनकी पूजी कितनी है ?

वाणिज्य तथा उद्योग मन्त्री (श्री लाल बहादुर शास्त्री) . (क) और (ख). जनवरी से दिसम्बर, १९५८ तक के १२ महीनो में दिल्ली में १२४ कम्पनिया पजीकृत हुई जिनकी कुल प्राधिकृत पूजी ४९ ६० करोड़ रुपये है ।

नोट .—नवीन रजिस्टर्ड कम्पनियों के नाम तथा उनका अन्य ब्यौरा, जैसे औद्योगिक वर्गीकरण ; मैनेजिंग एजेटो, सेक्रेट्रियों एव ट्रेजरारो, मैनेजिंग डायरेक्टरों, डायरेक्टरो आदि के नाम ; रजिस्टर्ड कार्यालय का स्थान ; उसके उद्देश्य ; प्राधिकृत, आवेदित तथा प्राप्त पूजी आदि; नियतमित रूप से "मथली ब्लू बुक्स आन ज्वाइट स्टाक कम्पनीज इन इडिया" में प्रकाशित किया जाता है । इसकी प्रतिया ससद् के पुस्तकालय में उपलब्ध है ।

Prime Minister's Circular to Ministries

984. **Shri D. C. Sharma:** Will the Prime Minister be pleased to refer to the reply given to Unstarred Question No. 838 on the 3rd December, 1958 and state the results achieved in response to Prime Minister's Circular to Ministries regarding extravagance in administration and delays in routine administrative matters?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): As already stated in reply to Unstarred Question No. 838 on the

3rd December, 1958, Prime Minister has frequently addressed various Departments of Government, in regard to greater efficiency and economy in the administrative processes. It is, therefore, difficult to state in precise terms the results achieved in response to a particular circular letter.

2. In three starred questions answered during 1957-58 (No. 742 on the 9th August, 1957, 1081 on the 13th December, 1957, 2036 on the 7th May, 1958), and one Unstarred Question No. 722 on the 23rd February, 1959. detailed information has already been given regarding the monetary effect of the various economy measures adopted by the Central Government, such as abandonment or reduction in scope of projects and schemes, restrictions on creation and filling of posts including a ban on the filling of certain class III and class IV posts, economy in contingent and other expenditure such as purchase of stores, travelling allowances etc. It will also be seen from these replies that in addition to the saving of about Rs. 24 crores, effected during the financial year 1957-58, a further economy of Rs. 2·61 crores is estimated to have been effected through the measures taken during the first 6 months of the current financial year

3. With a view to eliminating delays in administrative matters, the system of internal financial advisers was introduced from the 20th August, 1958 Subsequently the Ministry of Finance have delegated large financial powers to other Ministries under the Delegation of Financial Powers Rules 1958, published under S. O. 2614 dated the 20th December, 1958 The Ministries have in turn delegated additional powers to their Attached and Subordinate Organisations Similarly, action has been taken to delegate administrative authority to officers at all levels while administrative procedures are kept constantly under review by the O. & M. Division. Thus it has been decided that, ordinarily, a case should not be dealt with by more than two officers above the level of Section Officer in a Department. A system of reorganised Sections in which initial consideration of a paper is done at the level of an Under Secretary is being tried in the Ministry of External Affairs.

4. It will be some time before the results of these and other reforms can be fully assessed and their adoption on a wider scale decided upon.

Labourers in Iron and Manganese Ore Mines

985. **Shri Panigrahi:** Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Unstarred Question No. 562 on the 29th November, 1958 and state:

(a) whether the total labour strength in the iron and manganese ore mines in Orissa during the year 1958 has since been collected;

(b) if so, what is that number; and

(c) what is the present labour strength in these mines in Orissa?

The Deputy Ministry of Labour (Shri Abid Ali): (a) to (c). The Annual returns from the mines are being received. The information has not yet, therefore, been compiled.

Heavy Machine Tool Works

986. { **Shri Ram Krishan:**
Sardar Iqbal Singh:

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 846 on the 11th December, 1958 and state at what stage are the schemes for setting up of a Heavy Machine Tool works, a Heavy Structural Works and a Plate and Vessel Works?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): As regards the Heavy Structural

Works and the Heavy Plate & Vessel Works, the detailed project report from M|s. Atkins and Partners of U.K. who have been asked to undertake its preparation under the auspices of the Colombo Plan is awaited. In respect of the Heavy Machine Tool Works preliminary discussions are in progress.

New Tyre Factories

987. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) what are the reasons which weighed with Government in granting industrial licences to M|s Dunlop and Tatas to start new Tyre Factories in Madras and Bombay States respectively; and

(b) whether Government have asked them to start the factories in the areas of production of raw rubber?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). Messrs Dunlops and Messrs. Ceat (who are collaborating with Tatas) selected Madras and Bombay on the advice of their experts Though Government gives preference to areas where the particular manufacturing activity is inadequate, Government do not insist on entrepreneurs establishing their factories in particular regions so long as the sites selected by them are *prima facie* suitable It may, however, be stated that a licence has been granted to Messrs. Indo Orient Agencies Private Limited, Bombay to establish a factory for the manufacture of tyres and tubes at Kottayam, Kerala State in collaboration with an American firm.

Employees in India House, London

988. { **Shri Kodiyan:**
Shri Narayanankutty Menon: }

Will the Prime Minister be pleased to state:

(a) whether the Government of India have entered into an agreement with the U.K. Government concerning the service conditions of U.K. nationals employed at India House;

(b) if so, what are the stipulations of the agreement; and

(c) whether any reciprocal agreement was arrived at between the two Governments in regard to Indian employees in the U K High Commission in New Delhi?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) No.

(b) and (c). Do not arise.

कर्मचारी भविष्य निधि योजना

९८९. श्री विभूति मिश्र क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार विभिन्न प्रतिष्ठानो में भविष्य निधि के बारे मे एक प्रभावी योजना बना रही है , और

(ख) यदि हा, तो उसका स्वरूप क्या है ?

श्रम उपमंत्री (श्री आबिद अली) : (क) कर्मचारी प्रोविडेंट फंड योजना (१९५२) ३८ उद्योगो और प्रतिष्ठानो में प्रभावक रूप से चालू है और अलग कोयला खान प्रोविडेट फड योजनाये कोयला में चालू है । कोई नयी प्राविडेट फड योजना बनाने की जरूरत नही है ।

(ख) प्रश्न नही उठता ।

Handloom Experts from West Germany

990. Shri M. R. Krishna: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Government of India has requested

the West German Government to send some experts on handloom industries, and

(b) how many experts have come from West Germany and how long they will stay in India?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) No, Sir

(b) A fashion expert from West Germany, Mrs Maria May, visited India during October-December, 1958 and visited various handloom and handicrafts centres in the country

Indian Tobacco

991. *Shri Aurobindo Ghosal:* Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of Indian tobacco consumed by the U K during the last year, and

(b) the amount of Foreign Exchange earned by India therefrom?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b) Figures relating to the consumption of Indian tobacco in U K are not available but during January-November, 1958, United Kingdom imported from India 43,119,263 lbs of unmanufactured tobacco worth Rs 10,63,41,270

Industrial Training Institute at Panisagar, Tripura

992 **Shri Bangshi Thakur** Will the Minister of Labour and Employment be pleased to state

(a) whether it is a fact that there was a proposal to establish an Industrial Training Institute at Panisagar in Dharmanagar, Tripura and tenders were also invited for the purpose;

(b) whether it is a fact that the Institute is now going to be established somewhere in Tripura beyond the jurisdiction of Dharmanagar; and

(c) if so, the reasons therefor?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes, by the Tripura Administration

(b) Yes, an institute has been sanctioned by Government of India at Agartala

(c) Agartala is found more suitable

सोलन (हिमाचल प्रदेश) में औद्योगिक बस्ती

९९३. { श्री पद्म देव :
श्री स० च० सामन्त :

क्या वाणिज्य तथा उद्योग मंत्री २५ नवम्बर, १९५८ के अतारांकित प्रश्न संख्या ४२४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) सोलन (हिमाचल प्रदेश) में प्रस्तावित औद्योगिक बस्ती की स्थापना के सम्बन्ध में क्या प्रगति हुई है , और

(ख) इस योजना को पूर्ण होने में अनुमानत कितना समय लगेगा ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) (क) हिमाचल प्रदेश प्रशासन ने २,८७ ४०० रुपये तक के अनुमान तैयार किये है । औद्योगिक बस्ती में बनने वाली इमारतो के नक्शो और खाको को हिमाचल प्रदेश के निर्माण विभाग के चीफ इंजीनियर अन्तिम रूप दे रहे हैं । यह योजना प्राप्त होने पर भारत सरकार इसकी शैल्पिक स्वीकृति प्रदान कर देगी ।

(ख) अनुमान है कि यह योजना पूरी होने मे लगभ । १८ महीने का समय लगेगा ।

Managing Agents

994. **Shri V. P Nayar.** Will the Minister of Commerce and Industry be pleased to state

(a) whether subsequent to the passing of the Companies Act, 1956 the overall remunerations of managing agents have decreased or increased, and

(b) what are the aggregates of managing agent's commission for the years 1956, 1957 and 1958?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Random sample surveys disclose a definite falling trend in the remuneration payable to managing agents of public limited companies since the restrictive provisions of the Companies Act, 1956 came into force.

(b) The aggregates of the managerial remuneration paid to managing agents of 661 public limited companies, whose profit and loss accounts have been analysed so far, was Rs. 6·38 crores and Rs. 4·94 crores during the years 1956 and 1957 respectively. Information relating to the year 1958 is not yet available, as profit and loss accounts for that year have not become due in most cases. As private limited companies are not required under the Act to file the profit and loss accounts, similar information relating to them cannot be furnished.

Export of Mango Fruit

995. **Shri Pangarkar:** Will the Minister of Commerce and Industry be pleased to state the annual average export of Mango fruit in different forms to foreign countries from India and the amount of foreign exchange earned thereby?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): The export of Mango fresh and mango pickles, both in quantity and value, during 1957 and 1958 (Jan.-Nov.) were as follows:

(Quantity in cwts.)
(Value in '000 Rs.)

Commodities	1957		1958 (Jan.-Nov.)	
	Qty.	Val.	Qty.	Val.
Mango Fresh	1,35,47	5,67	3,26,12	10,97
Mango Pickles	1,88,20	17,40	1,57,81	14,83

Annual arverage of export of mango fruit in different forms are not available before this period as the export statistics of this item were not recorded separately up to the end of 1956.

Rural Housing

996 **Shri Ajit Singh Sarhadi:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) what progress has been made under the Village Housing Projects Scheme during Second Five Year Plan period; and

(b) the amount allotted to the Punjab for the purpose under Plan and the amount utilized so far?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) and (b). A statement is laid on the Table of the Sabha. [See Appendix II, annexure No. 70].

Payment of Compensation

997. **Shri D. C. Sharma:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of applications for compensation pending on the 1st April, 1958 State-wise; and

(b) the steps taken to dispose of these cases?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b). State-wise figures are not available. A statement showing applications pending on the 1st April, 1958, in the different

Regions and the steps taken to dispose of them, is given below:

Statement

Regions	Pending on 1st April, 1958
Delhi	46,725
Bombay	12,769
Jullundur . .	54,180
Rajasthan	13,948
Lucknow	17,458
Madhya Pradesh	9,842
Patna .	1,412
Patiala . . .	37,744
TOTAL	1,94,078

(b) The arrears were large in the Delhi, Jullundur, and Patiala regions. It was, therefore, decided to decentralise the work in these regions into zones. Four Assistant Settlement Commissioners with necessary additional staff were appointed in each of these regions and delegated with powers to expedite disposal of compensation cases. Targets for the work to be done were prescribed and the Zonal Officers were required to furnish monthly progress reports of the work done.

Another factor which was holding up progress was the large number of outstanding appeals both with the Regional Settlement Commissioners and in the Central Office. Accordingly the Appellate Staff at the centre was increased and Special Officers were appointed in the Jullundur and Patiala Regions to dispose of the appeals.

Steps were also taken to remove loopholes in the procedure which resulted in delays in the finalisation of cases.

As a result of these measures the average number of cases including cases of second instalment and statements of Accounts, disposed of every month between 1st April, 1958 to 31st December, 1958 was 11,640 against the average of 10,887 in the corresponding period of the previous year. The total number of outstanding cases has been reduced from 1·94 lakh on 1st April, 1958 to 1·20 lakh on 31st December, 1958.

Pakistani Infiltration into Jammu and Kashmir

998. **Shri D. C. Sharma:** Will the **Prime Minister** be pleased to state:

(a) the number of Pakistani Nationals who crossed into Jammu and Kashmir State during 1958 and were arrested;

(b) how these figures compare with those for 1957; and

(c) the steps taken to check infiltration?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) In 1958, 211 Pakistani nationals and persons from Pakistan-occupied Kashmir infiltrated into Jammu and Kashmir and were apprehended

(b) The corresponding figure for 1957 was 145.

(c) All necessary steps are taken to check infiltration and this is clear from the number of infiltrators apprehended.

Naga Hostilities

999. **Shrimati Mafida Ahmed:** Will the **Prime Minister** be pleased to state:

(a) whether Government are aware that the rebel Nagas have burnt down the Zimobohto Government High School in the Naga Hills-Tuensang area in the early part of January, 1959; and

(b) if so, the facts thereof?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). No such incident has been reported to Government.

Export Risk Insurance Corporation

1000. Shri N. R. Munisamy: Will the Minister of Commerce and Industry be pleased to state:

(a) what is the total income earned by the Export Risk Insurance Corporation (Private) Ltd., in 1958 and what is the expense incurred for the said period;

(b) whether any new policy has been evolved to encourage small exporters; and

(c) if so, to what extent the exporters' difficulties were solved?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri). (a) Income during the first year of Corporation upto 30th September, 1958 was Rs 2,10,053. Total expenditure for the same period was Rs 1,51,317

(b) No, Sir

(c) Does not arise

Second Five Year Plan (Madras)

1001. Shri Elayaperumal: Will the Minister of Planning be pleased to state the amount allotted to Madras State for the fourth year in the Second Five Year Plan by the Centre?

The Deputy Minister of Planning (Shri S. N. Mishra): The Central assistance agreed to for Madras for the Plan for 1959-60 is Rs. 18 crores.

Recruitment through Employment Exchanges

1002. { **Shri Ram Krishan**:
Shri Aurobindo Ghosal:

Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that some of the major Government Departments do not recruit personnel through the Employment Exchanges;

(b) if so, the names of such Departments and Ministries; and

(c) the steps Government propose to take in the matter?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes

(b) (1) Posts and Telegraphs Department in the matter of recruitment of Class III staff;

(2) Lok Sabha Secretariat;

(3) Rajya Sabha Secretariat;

(4) The Comptroller and Auditor General of India; and

(5) Supreme Court.

Vacancies which are not filled through Public Service Commissions or by promotion are filled through the Exchanges by the other departments

(c) Nothing special for the present.

Bhakra Canal Project

1003. Sardar Iqbal Singh: Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Planning Commission has undertaken intensive survey of Bhakra Canal Project, to evaluate the benefits accruing from it; and

(b) whether a copy of the report will be laid on the Table?

The Deputy Minister of Planning (Shri S N. Mishra): (a) No, Sir.

(b) Does not arise

Housing Problem of Industrial Workers

1004. Sardar Iqbal Singh: Will the Minister of Labour and Employment be pleased to state:

(a) whether Government have received the reports from the State Governments which have completed

their special survey to find out the magnitude of the housing problem for industrial workers; and

(b) if so, the main features of the survey report of each State?

The Deputy Minister of Labour (Shri Abid Ali): (a) Reports have been received from the Government of Bombay, Kerala and Delhi. Complete reports from Rajasthan and Andhra Pradesh are awaited.

(b) The main feature of the reports from Bombay, Kerala and Delhi are as follows:

Bombay: Survey covered 80 per cent of the total employment in the State. The total number of permanent workers in the State in factories employing more than 250 workers is roughly estimated at 5·35 lakhs. About 3,000 houses have been constructed under the subsidized Industrial Housing Scheme. Only about 8 per cent. of the workers have been provided with housing facilities by the employers.

Kerala: Survey conducted in respect of factories employing 250 or more workers revealed that there are about 78900 labourers in such factories and that majority of workers live in nearby areas.

Delhi: A Survey was conducted in respect of the registered factories employing 100 or more workers. Out of 60,000 workers in registered factories, the number of quarters provided by the employers and non-employers is estimated at 6,000.

Punjabi Literature and Literary Speeches in A.I.R.

1005. **Sardar Iqbal Singh:** Will the Minister of Information and Broadcasting be pleased to state the number of broadcasts in Punjabi and the time allotted towards the Punjabi literature and the literary speeches in All India Radio at Delhi during the year 1957?

The Minister of Information and Broadcasting (Dr. Keskar): The number of broadcasts in Punjabi regarding Punjabi literature and the literary speeches at the Delhi Station of All India Radio during the year 1957 was 96 and the time allotted to these broadcasts was 1080 minutes

Import Quota of Michelin Tyres

1006. **Sardar Iqbal Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of import quota of Michelin tyres for trucks and bikes during 1957-58 and in 1958-59; and

(b) the quantity of goods actually imported?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). Tyres for Buses and Trucks fall under S. No. 41 (ii)/V (Giant motor, motor cycle, bicycle tyres and tubes and flaps and solid tyres, but excluding tractor and off-the-road tyres and tubes). The extent of licensing done for this S. No. to both Established Importers and other categories of importers during the licensing period January-June, 1957 to October, 1958—March 1959 (upto 10th January, 1959) has been as follows:—

	(Value in '000' of Rs.)
January-June, 1957 .	82,27
July-September, 1957 . .	7,03
October '57-March, 1958	82,61
April-September, 1958	21,08
October '58-March '59 (upto 10-1-1959)	11,06

The limiting factor in the licences for this commodity is value and not quantity. Further, the licencees can import any make of tyres depending upon the currency area for which the licence is valid. Information regarding the extent to which these licences have been utilised or what makes of tyres have been imported against these licences is not available. A statement showing the imports made of certain types of tyres during 1957

and 1958 (January-November) is given below:—

Statement

	1957 Nos.	1958 (Jan-November) Nos
1. Pnuematic motor cars and truck covers .	35,465	21,995
2. Pnuematic covers giant size n e c	35,793	15,652
3. Solid rubber tyring for motor vehicles .	2,359	1,819
4. Tyres with metallic frame-work	595	912

Skilled and Unskilled Workers

1067. **Sardar Iqbal Singh:** Will the Minister of Labour and Employment be pleased to state the additional number of persons of the skilled and unskilled working class registered with employment exchanges since 1956, year-wise and State-wise?

The Deputy Minister of Labour (Shri Abid Ali): The number of applicants belonging to the skilled and semi-skilled as well as unskilled categories on the Live Registers of employment exchanges at the end of each year was as under —

State/Union-Territory	Skilled and Semi-skilled — No on Live Register as on 31-12-56	31-12-57	31-12-58	Unskilled — No on Live Register as on 31-12-56	31-12-57	31-12-58
Andhra Pradesh	4,298	2,870	2,986	34,603	29,579	38,131
Assam .	697	767	1,239	9,093	11,733	15,527
Bihar	4,926	8,037	7,024	49,669	52,915	58,091
Bombay .	7,251	8,150	9,453	51,608	63,940	78,287
Delhi	4,591	4,149	4,602	17,196	17,060	19,680
Himachal Pradesh	100	104	150	843	1,161	1,535
Kerala .	2,204	4,413	8,604	16,357	21,145	56,601
Madhya Pradesh	1,965	3,706	5,410	8,775	10,537	18,188
Madras	2,391	3,107	6,009	36,080	44,678	63,350
Manipur*	.	38	319	..	287	2,572
Mysore	1,693	2,165	2,826	9,014	10,702	16,423
Orissa . .	2,499	2,957	3,556	3,915	5,887	9,308
Pondicherry*	.	98	144		1,141	1,427
Punjab	2,300	2,519	2,780	15,478	16,245	22,460
Rajasthan .	707	651	846	10,710	9,643	14,386
Tripura* . . .	..	140	200	..	527	881
Uttar Pradesh	11,328	12,121	13,051	70,381	69,167	68,206
West Bengal . .	13,049	15,516	19,466	54,701	94,292	1,35,196
ALL INDIA TOTAL .	59,999	71,508	88,665	3,88,423	4,60,639	6,20,249

*The Exchanges at Agartala in Tripura and at Imphal in Manipur started functioning with effect from 23-2-57 and 4-6-57 respectively. The Exchange at Pondicherry was opened on 13-2-57.

Foreign Arbitral Awards

1008. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 384 on the 29th November, 1958 and state the details of the decision regarding ratification of the convention on the recognition and enforcement of Foreign Arbitral Awards?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): The question of ratifying the convention is still under consideration

Ambar Charkha Programme in Punjab

1009. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to state the total number of weaving and training centres opened so far and proposed to be opened in conection with Ambar Charkha Programme in Punjab during the year 1959-60?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): 78 Weaving Centres and 11 Centres for imparting training to Instructors and Carpenters have been opened so far in the Punjab State Out of the training centres, only three for instructors are operating at present As for *Parishramalayas* or Centres for the training of spinners, statistics regarding their number are not maintained, since financial assistance is not given for the training institution as a unit but per spinner. The number of spinners trained in the Punjab till 31st March, 1958 is 11,018

It is not possible to indicate the number of weaving and training centres proposed to be opened in the State during 1959-60 as the programme for 1959-60 has not yet been finalized

Industrial Estates in Punjab

1010. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 1680 on the 16th December, 1958 and state what further progress has been made in the construction work of Industrial Estates in Punjab and by what time it will be completed?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A statement is laid on the Table of the Sabha. [*See* Appendix II, annexure No 71].

Export of Ores

1011. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No 1073 on the 8th December, 1958 and lay a statement showing

(a) the progress made to increase the exports of ores to foreign countries; and

(b) the value of such increase?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b) The information has since been furnished, and is being laid on the Table of the House [*See* Appendix II, annexure No 77, item No 2].

Export Promotion Advisory Committee

1012. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 537 on the 29th November, 1958 and state the work done by the Export Promotion Advisory Committees so far separately?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A statement is laid on the Table of the Sabha [*See* Appendix II, annexure No 72]

Chinakuri Colliery Disaster

1013. Shri B. Das Gupta: Will the Minister of Labour and Employment be pleased to state:

(a) the total amount of compensation paid for the persons killed in

the Chinakuri Colliery Disaster so far; and

(b) the total number of persons compensated for?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). Information is not available, as the Workemen's Compensation Act is administered by the State Governments.

Kuper's Camp in West Bengal

1014. Shri Muhammed Elias: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether it is a fact that the help which was being given to 34 T. B patients in Kuper's Camp in West Bengal has been stopped; and

(b) if so, what are the reasons therefor?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b): Kuper's Camp has about 300 T. B. patients. It is therefore, not possible to give a reply to the question unless the names and particulars of the 34 persons, the Hon'ble Member has in mind, are supplied. It may, however, be added that the cases of the T. B. patients in camps are reviewed periodically in consultation with the medical authorities and help is reduced or stopped depending on the merits of each case

सीमेंट और चीनी मिट्टी के बर्तनों के कारखाने

१०१५. श्रीमती कृष्ण मेहता : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दूसरी पंचवर्षीय योजना के अन्तर्गत जम्मू और काश्मीर राज्य में एक सीमेंट और एक चीनी मिट्टी के बर्तनों के कारखाने की स्थापना के लिये कुछ धन मंजूर किया गया है ; और

(ख) यदि हां, तो राज्य में इन कारखानों की स्थापना के लिये अब तक क्या कार्यवाही की गई है ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) : (क) जी, हां ।

(ख) दोनो कारखानों के संयंत्र तथा मशीनों के कुछ मूल्य आदि राज्य सरकार के पास आ गये हैं और वह इनकी जांच-पड़ताल कर रही है । इन योजनाओं पर अमल किये जाने मे कोई कठिनाई आने की संभावना नहीं है ।

रेडियो सप्ताह समारोह

१०१६. श्री वाजपेयी : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ८ फरवरी, १६५६ से रेडियो सप्ताह मनाया गया ,

(ख) यदि हां, तो गत वर्ष की तुलना मे इस वर्ष के कार्यक्रम की क्या विशेषतायें थी ; और

(ग) क्या सरकार श्रोताओं द्वारा दिये गये सुझावों के अनुसार इस कार्यक्रम में परिवर्तन करने पर विचार कर रही है ?

सूचना और प्रसारण मंत्री (डा० केसकर) : (क) जी, हां ।

(ख) इस वर्ष रेडियो सप्ताह समारोह के कार्यक्रम आमन्त्रित श्रोताओं के सामने एक केन्द्र से केवल एक ही दिन प्रस्तुत किये गये । इसके विपरीत पिछले सालों में इस समारोह का कार्यक्रम अलग २ केन्द्रों से पूरे सप्ताह तक चलता था । सप्ताह के बाकी दिन इन कार्यक्रमों में, प्रदेशों के अपने २ केन्द्रो ने रिले कर के तथा दुबारा प्रसारित कर के समन्वय स्थापित किया । प्रायः सभी केन्द्रों द्वारा आमन्त्रित श्रोताओं के सामने किये गये कार्यक्रमों में स्त्रियों और बच्चों के कार्यक्रम भी थे ।

(ग) श्रोताओं द्वारा दिये गये सुझावों पर उसी प्रकार विचार किया जायेगा जिस प्रकार दूसरे कार्यक्रमों के बारे में मिलने वाले सुझावों पर विचार किया जाता है ।

Textile Industries

1017. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state why the production of Cotton Cloth and Cotton and Hair Belting show a decline since 1955?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): The production of cotton cloth showed a steady increase till the end of 1957. Only 1958, there was a decline by 167 million yards as compared to 1955 figure of 5094 million yards. The main reasons for the decline are (1) a large carry-over of stocks in 1958 and (2) Shift in the pattern of production from coarse varieties to medium varieties, consequent on the withdrawal of the rebate in excise duty on the excess production and the rationalisation in excise duty structure during 1958.

As compared to 1955 production of 855·6 tons, the production of cotton and Hair Belting shows a slight decline during the last three years. This fall in production is attributable to a fall in consumers' demand and use of rubberised belting instead of cotton and Hair Belting.

Metal Industries

1018. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the decline noticed in the production of Hurricane Lanterns, Enamel Ware and Expanded Metals has now been overcome;

(b) what was the total production of each for the entire year 1958; and

(c) how far, if at all, was the decline due to shortage of indigenous raw materials?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) (i) *Hurricane Lantern and Expanded Metals:* In regard to Hurricane Lanterns and Expanded Metals, the decline in production has not been overcome.

(ii) *Enamel Ware*: The decline in the production of Enamel Ware in 1957 has since been overcome; production in 1958 was the highest so far achieved.

(b)

Item	Production in 1958
(i) Enamel Ware .	16·21 million pieces
(ii) Hurricane Lanterns	3·38 million Nos. (Estimated)*
(iii) Expanded Metals	1940 tons (Estimated)*

(*Actual production of Hurricane Laterns and expanded metals during the period Jan-Nov. '58 was 3·11 million Nos and 1738·5 tons respectively. Production figures for December 1958 are not yet available and have, therefore been estimated.)

(c) The decline in the production of Enamel Ware and Expanded Metal were mainly due to the shortage of mild steel sheets. The decline in the case of Hurricane Lanterns, has been partly due to shortage of raw meterials and partly to a fall in the demand for Hurricane Lanterns.

Journal of Industry and Trade

1019. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the annual revenue for 1958 of the Journal of Industry and Trade, with break up for advertisement Revenue and Revenue from sale of copies;

(b) how the advertisement rates compare with journals of similar circulation;

(c) whether any preference or advantages are given to the advertisement of products of small scale industries;

(d) the number of copies mailed free, in every issue; and

(e) the total expenditure on the Journal for the year?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) Total revenue from April 1958 to January 1959 is approximately as under:

(a) Sales	Rs. 20,000
(b) Advertisements	Rs. 50,000
	Rs. 70,000

(b) A statement is laid on the Table of the Sabha. [*See* Appendix II, annexure No 73.]

(c) A discount of 25% is given to cottage industries products on production of a certificate from the Director of Industries of the State concerned.

(d) 2,400 copies. (A detailed statement is laid on the Table of the Sabha [*See* Appendix II, annexure No. 74.]

(e) Total expenditure incurred on paper and printing from April 1958 to January 1959 is approximately Rs 1 lakh

The expenditure on the staff of the Publications Branch for the same period is about Rs. 1,15,000 But besides engaging itself on the issue of the Journal, the staff in this branch has to do many other items of work.

Import of Spares for Earth-moving, Refrigeration and Air-conditioning Equipments

1020. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the foreign exchange commitment during October 1958 to March 1959, for the import of spares for earth-moving equipment, refrigeration and air-conditioning equipment; and

(b) the share of M/s. Voltas in the total foreign exchange allotted for increased imports of those articles?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) The actual licensing done for the import of (i) spares for earth moving equipment falling under S. No. 65(5) (ii) (a)/V of the I T.C. Schedule and (ii) parts of refrigeration and air-conditioning equipment falling under S. Nos. 284(b)/IV and 65(5)(ii)/V during the current licensing period October, 1958-March, 1959 (upto 10-1-59), is of the order of Rs. 20,53,000 and Rs. 11,01,000 respectively.

(b) The share of M/s. Voltas in the total licensing done for the above said items during the current period (upto 10-1-59) is Rs. 13,000 and 1,18,000 respectively.

हिमाचल प्रदेश में लोक निर्माण विभाग के तीसरी और चौथी श्रेणी के कर्मचारी

१०२१. श्री पद्म देव : क्या निर्माण आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश के लोक निर्माण विभाग मे तीसरी और चौथी श्रेणी के कितने-कितने कर्मचारी हैं ; और

(ख) क्या उनके पद स्थायी और पेंशनों वाले है ?

निर्माण, आवास और संभरण मंत्री (श्री के० च० रेड्डी) : (क) क्रमशः ६८० और २१८ ।

(ख) तीसरी श्रेणी के १०४ तथा चौथी श्रेणी के ३३ पद स्थायी और पेंशनों वाले है।

Newsprint

1022. Pandit J. P. Jyotishi: Will the Minister of Commerce and Industry be pleased to state:

(a) the total consumption of newsprint in the country during the year 1958-59;

(b) how much of this has been indigenously produced and how much has been imported;

(c) what are the expected targets of consumption, production and import of newsprint during 1959-60;

(d) the mills which are producing newsprint in the country; and

(e) what are their targets of production and to what extent they have been achieved?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) The total estimated consumption of newsprint during 1958/59 is expected to be 76,500 tons.

(b) The production for the same period is estimated to be 19,500 tons while the remaining requirements have been met by imports

(c) The consumption is likely to remain substantially the same. There may be a small increase in indigenous production—it is expected to go up to the rate of 25,000 tons The quantum of imports will depend upon the foreign exchange position in future.

(d) and (e). Only one unit namely M/s. Nepa Mills is manufacturing newsprint in the country with a rated capacity of 100 tons per day. The present production is in the range of 60 to 65 tons per day.

Seminar on "Industrialisation and the Industrial Man"

1023. Shri Hem Barua: Will the Minister of Commerce and Industry be pleased to state:

(a) whether a three-day seminar on "Industrialisation and the Industrial Man" organised by the Delhi University and Ford Foundation, was held in Delhi towards the middle of January, 1959;

(b) whether Government are in possession of any report on the trend of discussion in the seminar; and

(c) if so, the Salient features thereof?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise

Accommodation for Central Government Employees in Delhi.

1024. Shri Siddananjappa: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of Government employees still on the waiting list for residential accommodation in Delhi; and

(b) how many are likely to get accommodation by the end of June, 1959?

The Minister of Works, Housing and Supply (Shri K. C Reddy): (a) 38,000 in respect of general pool accommodation.

(b) About 2,500

Use of Metric System in Industries

1025. Shri Siddananjappa: Will the Minister of Commerce and Industry be pleased to state:

(a) the industries in India that have adopted the Metric System of measurement so far; and

(b) the reasons for the other industries not adopting the above system?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) A statement giving the information is given below:

Statement

Notifications have been issued under the Standards of Weights and Measures Act, 1956, authorising the use of metric units in the purchase of raw materials or sale of products in the following industries —

Cotton and Jute Textiles,
Iron and Steel,
Engineering,
Heavy Chemicals,
Cement,
Salt,
Paper, Pulp
Refractories,
Coffee,
Non-ferrous Metals, and
Raw Rubber

(b) Before an industry adopts the metric system, substantial preparatory action has to be taken so that the change-over from the existing system is smooth and does not create dislocation of work Industries other than those referred to in the Statement will gradually adopt the metric system

Leather Industry

1026 Shri Nath Pai· Will the Minister of Commerce and Industry be pleased to state

(a) what is the State-wise allocation of funds for the development of Leather Industry since the establishment of the All India Khadi and Village Industries Board,

(b) what is the state-wise allotment of different leather industry units,

(c) the number of units so far set up and actually working in each state, and

(d) the year-wise targets fixed for the production of raw hides, bone meal, tallow, flesh meal etc and tanned leather?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) A statement is laid on the Table of the Sabha [*See* Appendix II, annexure No 74-A]

(b) and (c). A statement showing the number of units allotted and the number of units which are submitting reports to the Commission and can therefore be taken as in operation is laid on the Table of the Sabha [*See* Appendix II, annexure No 75]

(d) Although Khadi & Village Industries Commission generally indicates the level of production to be attained by each centre, in view of certain difficulties in the implementation of the programmes and prejudices against the industry, it does not regidly fix the targets of production

Use of Power driven Machinery for Leather Industry

1027 Shri Nath Pai: Will the Minister of Commerce and Industry be pleased to state·

(a) whether it is a fact that the All India Khadi and Village Industries Commission has given approval to the use of power driven machinery for its leather industry progamme; and

(b) what is the difference between the schemes sponsored by the Small Scale Industries Board of the Government of India and those of the Commission with power driven machinery from the economic and technical points of veiw?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) Yes, Sir The Commission has agreed, in principle to the use of mechanical power in some operations in its leather industry programme

(b) The question has not yet arisen as no mechanical power has so far been used in the leather industry programme of the Commission and therefore there has been no occasion to notice the difference

Flaying and Tanning Centres

1028 Shri Nath Pai: Will the Minister of Commerce and Industry be pleased to state

(a) what is the minimum capacity fixed for each for the flaying and the

tanning centres for the number of carcasses to be flayed and the number of hides to be tanned respectively;

(b) how many flaying and tanning Centres are working to their maximum and minimum capacities respectively as fixed by the All India Khadi and Village Industries Commission; and

(c) whether the Commission has prepared plans and estimates for different leather industry units; if so how many units have been set up and working according to the plans of the Commission?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) The minimum and maximum capacity per month fixed for flaying and tanning centres is as follows:—

	Capacity	
	Minimum	Maximum
1. Flaying Centre	16	25 (Carcasses)
2. Tanning Centre	60	150 (Hides)

(b) According to the reports received so far, out of the operating 100 Flaying Centres and 50 village Model Tanneries, 21 flaying centres and 12 model Tanneries are working to maximum capacity and the rest are working to the minimum capacity or more.

(c) Yes, Sir. The number of units allotted by the Khadi and Village Industries Commission and the number of units which are sending reports regarding working of the scheme are as follows:—

Description of Centre	No. allotted	No. reporting work
Flaying Centre .	317	83
Bone Crushing Unit	57	9
Model Tanneries	125	28
Training-*cum*-Production Centre	12	9

(The above information is upto the end of year 1957-58).

Training in Tanning and Flaying

1029. Shri Nath Pai: Will the Minister of Commerce and Industry be pleased to state:

(a) how many training centres have been set up by the Khadi and Village Industries Commission for training in tanning and flaying respectively;

(b) how many trainees have completed course during the last five years;

(c) how many of them have received employment; and

(d) how many of them are following the profession independently?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) The Commission has started 9 training-*cum*-production centres in tanning and 2 centres in flaying. Three more training-*cum*-production centres in tanning are expected to start functioning shortly.

(b) 505 training and 236 trainees have completed training courses in flaying and tanning respectively during 1953-54 to 1958-59 (upto the end of January, 1959).

(c) and (d). *Flaying*: The majority of the trained persons are continuing the work of flaying in their respective places and others are engaged by the institutions, societies or Departments, which deputed them for training.

Tanning: 36 trainees have been absorbed by the Commission as Supervisors and Inspectors. The rest have been absorbed by the institutions and societies which deputed them for training in the Commission's centres.

Permits for N.E.F.A.

1030 Shri Yadav: Will the **Prime Minister** be pleased to state

(a) the number of applications received for the issue of permits for entry into N E F A in 1958-59 so far, and

(b) the number of persons who were issued permits and the number of those whose applications were rejected?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) 11,449

(b) 11,336 persons were issued with permits and 113 applications were rejected

प्रशासनिक प्रबन्ध का प्रशिक्षण

१०३१ श्री यादव क्या **वाणिज्य तथा उद्योग** मंत्री यह बताने की कृपा करेंगे कि

(क) क्या राष्ट्रीय उत्पादकता परिषद के अन्तर्गत लोगों को प्रशासनिक प्रबन्ध का प्रशिक्षण दिलाने के लिये विदेश भेजने की व्यवस्था है ,

(ख) यदि हां तो क्या इस कार्य के लिये कोई आवेदन-पत्र आमन्त्रित किये गये थे , और

(ग) यदि हां तो अब तक कुल कितने आवेदन-पत्र प्राप्त हुए और उम्मीदवारों के चयन की कसौटी क्या है ?

वाणिज्य तथा उद्योग मंत्री (श्री लाल बहादुर शास्त्री) (क) जी, हां। औद्योगिक प्रबन्ध, औद्योगिक इंजीनियरिंग और औद्योगिक सम्बन्धों के क्षेत्रों मे ।

(ख) जी, हां ।

(ग) १०८६ आवेदन पत्र । एक विवरण सभा-पटल पर रख दिया गया है, जिसमे राष्ट्रीय उत्पादकता परिषद् द्वारा निर्धारित की गई चयन की कसौटी बताई गई है । [देखिये परिशिष्ट २, अनुबन्ध संख्या ७६] ।

12 hrs

RE MOTION FOR ADJOURNMENT

Shri S M Banerjee (Kanpur) Sir, you have disallowed the adjournment motion on the closure of a jute mill by stating that it is not a matter for adjournment and that it relates to a private mill and the State Government is the proper authority in that industrial dispute I may submit for your information that the closure of the jute and textile mills is equally the concern of the Central Government This mill is employing about a thousand workers and this is being closed from the 24th without any intimation to the thousand workers without consulting even the union They have passed a notice that the mill will be closed on 23rd March

Mr Speaker Is there no Labour Minister there?

Shri S M Banerjee My whole purpose is this I would like to explain this to you In cases of mis-management in such mills under the Industrial Development and Regulation Act the Government only can appoint a committee to investigate the irregularities and mis-management That is my submission

Mr. Speaker Is it the submission of the hon Member that in these matters that is exclusive jurisdiction of the Centre and there is a default on the part of this Government? The State Government is there which can easily take care of it and whose duty is to look after this. Can I go on admitting every question like this?

Shri S. M. Banerjee: I only submit that at the time of the Nainital Conference this matter was brought to the notice of Shri Manubhai Shah and at that time he had said that if that happened we may bring it to his notice.

Mr. Speaker: I am flooded with a number of questions like this. Hon. Members must have regard to the existence of a State Assembly and their own counter-parts there. There are five hon. members in the State for one member here.

Shri S. M. Banerjee: Kanpur is also facing the closure of two textile mills but that is another matter.

Mr. Speaker: Whatever it may be, the closure of a jute mill or any other mill in any part of the country is as much the concern, if not the greater concern, of the State Government and only in extreme cases it may come up here.

Shri S. M. Banerjee: They can appoint committees.

Shri Tangamani (Madurai): The State Government will come into the picture to find out whether the closure is *mala fide* or *bona fide*. All that they can do is to give a reference under the Industrial Disputes Act whether that closure was justified. Even before the closure takes place or when they threaten closure, then the Central Government comes into the picture and it can appoint a committee to find out whether such a closure is a proper thing. If a closure is of a nature that is unavoidable, then the Central Government may give them some subsidy. If there is some mis-management, the Central Government, will investigate.

Mr. Speaker: What is the jurisdiction of the Central Government so far as this matter is concerned?

The Deputy Minister of Labour (Shri Abid Ali): For the first time, we got information about this particular item at about 11 A.M. on receipt of this paper. It says that on the 24th February, some notices were put on the notice board. If you so desire, we shall make enquiries and place it here.

Mr. Speaker: Very well. I would also like to know this. Some time ago I referred this question to the various Ministries and asked them kindly to inform me as to what according to them are the limits of the *jurisdiction so that I can admit* questions, adjournment motions and other notices on the ground that they are within the jurisdiction of the Centre. Such questions come up constantly with respect to education, health and labour. I wanted a line of demarcation to be indicated to me so that I may discuss and settle this matter once and for all. There is an allegation on this side that this is a matter for which the Central Government is responsible

Shri Abid Ali: No, Sir.

Mr. Speaker: Very well. Even if it is 'No, Sir' the hon Minister instead of saying 'no' immediately agreed to place these matters before the House. There are some exceptional cases, where a particular matter is within the jurisdiction of the State Government but on account of the seriousness of the matter, this Government may be asked to take some steps. That is another matter. But I have to decide from day-to-day as to whether a matter comes within the jurisdiction of the Central Government or of the State Government. I would, therefore, like to have this information as early as possible. Six months ago I sent round a request to the various Ministries asking them to inform me where the line of demarcation is, what their jurisdiction is

and what is not their jurisdiction Otherwise, I do not find any end to these questions that come in I disallow them, on a wrong impression sometimes I have to be very careful regarding these matters Now, so far as this matter is concerned, irrespective of the question whether it is within the jurisdiction of the Central Government or not, the hon Minister will place the facts before this House In the meanwhile I would like to know as to what exactly the scope and jurisdiction of the Central Government is in regard to these matters

Shri S M Banerjee My submission is that the matter be referred to the Commerce and Industry Minister I never wanted any statement from the Labour Minister There is no industrial dispute as such but the Mill is closed down So, the Commerce and Industry Minister should make a statement

Mr Speaker Do the Commerce and Industry Minister come into the picture?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri) It is a jute mill Perhaps the hon Member feels that the Commerce and Industry Ministry should take some interest in it I cannot answer you on the legal position I cannot tell you anything on that But in so far as this particular mill is concerned we have not been given any official information In September last the mills approached us and said that they were facing certain difficulties We sent the Jute Commissioner there and he went into the matter and gave them some advice Then they said that they would accept his advice and implement those suggestions I do not know what they have done so far but till now neither the mills nor the State Government had given us any definite information on this matter

Shri S M. Banerjee: I do not think that the advice from the Jute Commissioner was to close down the mills

Mr. Speaker. I would advise the hon Members who are interested first of all to write to the Minister or talk to him and then if they agree that further investigation is necessary I will certainly allow that and give opportunities to Members If it is such a small matter which can be settled without coming into this House, it is all right If it is purely a State matter I will allow them to go to the State or their counter-parts may take up the matter with the State Governments Now, I am not called upon to give my consent The previous order disallowing this motion will stand

Shri S M Banerjee Will some sort of information be given to us?

Mr Speaker Yes the hon Deputy Minister of Labour said so

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12 07 hrs

PAPERS LAID ON THE TABLE

ACTION TAKEN BY GOVERNMENT ON ASSURANCES

The Minister of Parliamentary Affairs (Shri Satya Narain Sinha) I beg to lay on the Table, a copy of each of the following statements showing the action taken by the Government on various assurances promises and undertakings given by the Minister during the various Sessions of Second Lok Sabha —

(i) Supplementary Statement No II—Sixth Session, 1958 (*See* Appendix II, annexure No 77)

(ii) Supplementary Statement No VI—Fifth Session, 1958

[Shri Satya Narain Sinha]

(See Appendix II, annexure No 78)

(iii) Supplementary Statement No XV—Fourth Session 1958 (*See* Appendix II annexure No 79)

(iv) Supplementary Statement No XVII—Third Session, 1957 (See Appendix II annexure No 80)

(v) Supplementary Statement No XXI—Second Session 1957 (*See* Appendix II annexure No 81)

NOTIFICATIONS ISSUED UNDER CINEMATOGRAPH ACT

The Minister of Information and Broadcasting (Dr Keskar) I beg to lay on the Table under sub-section (3) of Section 8 of the Cinematograph Act, 1952 a copy of each of the following Notifications —

(i) GSR No 42 dated the 10th January, 1959 making certain further amendment to the Cinematograph (Censorship) Rules, 1958

(ii) GSR No 166 dated the 7th February, 1959 (*Placed in Library See* No LT 1254 59)

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12 08 hrs

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

ALLEGED REFUSAL BY STATE TRADING CORPORATION TO SUPPLY CAUSTIC SODA TO A CERTAIN ASSOCIATION

Mr Speaker Now the calling attention notice, Shri Patel

The Minister of Commerce (Shri Kanungo). It is a fairly long statement running to about a page and a half Shall I lay it on the Table?

Mr. Speaker: But hon Minister is not Patel I am calling Mr Patel Now Shri Ghodasar also is not here The hon Minister may lay it on the Table

Shri Kanungo Sir I beg to lay it on the Table [*See* Appendix II Annexure No 82]

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12 09 hrs

RAILWAY BUDGET—GENERAL DISCUSSION—*contd*

Mr Speaker The House will now take up further discussion of the Railway Budget A number of hon Members would like to speak Shri Frank Anthony

Shri T B Vittal Rao (Khammam) Yesterday somebody was on his legs

Sardar Hukam Singh (Bhatinda) Yesterday, Shri M S Murty was speaking and he has to continue his speech

Mr Speaker Very well Then he may continue his speech I will call Shri Frank Anthony next and then Dr Krishnaswami

Shri M S Murty (Golugonda) Mr Speaker, I was speaking yesterday about the formation of a new rail link in Andhra Pradesh I also spoke about the doubling of the line up to Bhadrachalam I would be failing in my duty if I do not put forth some of the urgent needs of my constituency Waltair station is a junction between the South-Eastern Railway and the Southern Railway and Visakhapatnam is a developing town and it is becoming internationally important The Waltair railway station has not been developed since the last 30 years There is only one platform in the station and the trains do not come in time there, since every train has to stop at the outer distant signal I request the Railway Minister to take note of this and see that a double-platform is constructed there so

that both trains, when two trains come in, are received at the same time

Another urgent need is at Anakapalle The construction of a foot overbridge has been pending there for the last three years Every year, in the budget, the provision has been shown but no action has been taken so far The island platform is also just lying there for the last three years I request the Minister to take up this work immediately

As regards passenger amenities, first-class waiting rooms at Tuni, Narasapatam Road and at Yellamanchili on the Waltair-Bezwada section are of imminent need Many passengers are going there on first-class tickets and they are suffering a lot I request the Minister to take note of this item also

Another important item is the opening of new halts A halting station between Thadi and Duvvada on the Bezwada-Waltair section, at Lankelapalam may be constructed There is a lot of agitation for opening a train halt there for a long time past The work has not been taken up There is another halt needed between Vetapalam and Kadavakuduru at Panthellapalli That work also may be taken up, and a halt may be provided there soon Again, there is a proposal for a new crossing station between Yellamanchili and Bayyavaram At present there is a halt there and it is called Narasingapalli and the work is in progress Suddenly, the work was stopped in the month of December for want of funds or some such thing I have written a letter to the Minister also But I am sorry to say I did not get a reply from him so far

Then, there is a need for a level crossings at a place at Gullipadu and Thadi That work is also pending With regard to this also, I wrote a letter to the Minister and no reply has so far been received Therefore, I request the Railway Minister to take action on these two items

There is one more important thing. During the recent floods, the bridge near Nellimarla on the South-Eastern Railway between Vizianagaram and Nellimarla gave way Everytime that is recurring There is a breach on the side of the bridge I request the Railway Minister to extend the length of the bridge so that there may not be any breaches during the floods there

I came to know that one of the spans of the Godavari bridge has given way, and there are some repairs to be attended to, and they are being done now It is on the line from Madras-Waltair, joining Calcutta and there is a lot of trouble caused to passenger traffic there Therefore, I request the Minister to take note of this and repair the bridge and build up the whole thing there, if necessary, in time

The next point of important is that during floods in those regions, and in fact, during the recent floods there, the road passing through Anakapalle railway limits gave way There is a breach there That road connects both sides of the municipal road Unless the breach is repaired by the railway department that connecting link will be out of order I have sent in a representation about that also to the local officials but no action has been taken so far Therefore, I request the Minister to take note of these things and to take up immediate repairs of the breach

The last but not the least thing is this There is a growing feeling in the South that it is being neglected Therefore, I request the hon Railway Minister to take note of it and do something I request that out of all the demands that have been put forth, at least some of them may be taken up and proceeded with during the course of the coming financial year

Shri Frank Anthony (Nominated—Anglo-Indians) I do not know how

[Shri Frank Anthony]

much time you may be pleased to give me

Mr. Speaker: How much time does the hon Member want?

Shri Frank Anthony: Half-an-hour

Mr. Speaker: All right

Shri Frank Anthony: In any case, I feel I will not be having sufficient time to draw the attention of the Ministry adequately to the financial aspects of the budget as I would like to have done Because of that, I shall touch briefly on only one or two of the financial aspects of the budget and then go on to deal with certain major staff problems I feel that the railways being the largest employers of labour, it is axiomatic that unless almost the one million of railwaymen are reasonably satisfied, not only the operational efficiency but the working expenses of the railways are bound to be adversely affected

I believe that attention has already been drawn by Members of this House to a rather disquieting feature and that is, the rapidly spiralling cost of the railways While I am prepared to concede that because of the vast development plans that the railways have undertaken and also because of the tremendously increased load—I would say that the railways are carrying perhaps double the load as compared to what they were carrying a few years ago—much of the increase in expenditure is inevitable and even necessary, I feel it is difficult to analyse the figures for, they are given in this kind of overall—as my friend Shri Asoka Mehta was complaining to me—global fashion, without any break up in which case we can strike a comparison between the financial working of one railway and that of another But the railway officials tell me privately of course that they themselves feel that there is much avoidable waste on the railways, perhaps running into several crores of rupees As a matter of fact, I think it was a railway official who told me that the railways spend crores of rupees as indifferently and more prodigally than you and I would be disposed to spend a naya paisa

The budget estimate for ordinary working expenses for 1959-60 is Rs 283 71 crores I think the Railway Minister will concede that within the last four years,—not a very long period—this expenditure, that is, ordinary working expenses, has risen by more than Rs 70 crores That is, in four years, the expenditure on ordinary working expenses has gone up by 25 per cent or even more That by itself may mean nothing, but it is a pointer to a tremendous inflation in railway expenditure

Then, what I have been dissatisfied about is this unwarying feature, namely, under every item of expenditure there is always a gap of some crores of rupees between the revised estimate and the budget estimate Take the estimates for 1958-59 Under the head 'Administration', the revised estimate is Rs 2 crores more than the budget estimate And this story is repeated in respect of every item For repairs and maintenance, the revised estimate was Rs 2 crores more than the budget estimate Under operation staff, and fuel, the revised estimate was again Rs 2 crores more than the budget estimate Under operation other than staff and fuel, once again there is this increase in the revised estimate to the extent of almost Rs 2 crores Last year, I drew attention to what I regarded as almost a *piece de resistance* of a very peculiar budgeting and that is, this item of miscellaneous expenditure In 1958-59, the net miscellaneous expenditure was Rs 12 03 crores Then, for 1959-60 it goes up to almost Rs 18 crores As between last year and this year this incidental head of expenditure goes up by almost 50 per cent It is now Rs 18 crores under miscellaneous expenditure.

12.20 hrs.

[SHRI JAIPAL SINGH *in the Chair*]

I shall now come to the other types of inflation in the railway administration. It is not only financial inflation that the railways more or less suffer from, but they suffer from a general condition of swollenness, some kind of financial-*cum*-administrative dropsy. And, as in the case of dropsy, as the swollenness increases, there is a relative decrease in capacity and efficiency I say this with a great deal of respect, but I say it without qualification; I have said it in the past

If the Railway Minister would undertake a job analysis—I am prepared to take a small bet with him, not in terms of crores, but in terms of my own financial capacity—that job analysis conducted by the railways today will show that on an average, two to two and a half men are doing the work of one railwayman in pre-independence days That is the general feeling of the men themselves I am not excluding the railway officials I have been a great friend and I continue to be a great friend and champion of the railwaymen. When I speak on railway matters, I usually speak with feeling, sometimes with emotion, because I have dealt with them for so long that when a railwayman suffers generally I suffer with him, when they are resentful, I am resentful with them and I seek to express that resentment in this House Having said that, I am bound to express my own feeling that in Class IV service, generally—I do not say always—there has been a steady decline both in the sense of responsibility of the men and more especially, in their sense of discipline

Having said that, I am not prepared to say that all the other classes of railway workers are exemplary. I want to come to the Class I officers They are not only not without sin, but they are among the greatest sinners so far as work load and work output are concerned. I do not know whether the Railway Minister will agree with me that the railway administration has a long tradition, so far as Class I service is concerned. It is a long unbroken colonial tradition and the railway administration still subscribes to that tradition

The railway administration is run by the Class I officers for the Class I officers and I say this with a great deal of respect It is not only an irony, but it is somewhat a tragedy that Shri Jagjivan Ram, who has every reason to condemn caste, is today perhaps unwittingly the greatest protagotanist of the perpetuation of the caste system, because—I say this without qualification—the Class I officers are a symbol of the caste system. I have in the past referred to the Class I officers in the railway administration. I am not talking of them as individuals, they are very good and many of them are great personal friends of mine. But they have been nurtured in this tradition and they are creatures of that tradition They are today—and they have been—in a sense unchanged not only the *brahmins*, but the *maha brahmins* of the railway administration

The tragedy is this They represent a sort of creche of *brahminism*. Everything is assimilated to them; nothing ever assimilates or breaks them That is the tragedy I am not saying this today I said it before independence, since independence and I am repeating it today, that before independence the then Member for Transport—as he was called—of the Executive Council and after that the Minister of Railways everyone of them has fallen down before it I do not like to talk in terms of exceptions or comparisons, but I would say that only during the tenure of Shri Gopalaswamy Ayyangar was that tradition sought to be broken. Otherwise, that tradition of *maha brahminism*, that colonial tradition has remained unbroken and every person who has held the railway portfolio

[Shri Frank Anthony]

before and since independence has fallen down before it and worshipped it at its altar

What is happening today in the railways? Why is this general rot in the administration? It is there, perhaps you cannot label it, you cannot assess it tangibly, but it is there intangible and obstrusive I have dealt with railwaymen, I have been so close to them for 20 years There was this pride of service, pride of work, loyalty to work. Where has it all gone to? Is it there in the railway administration? It is not only disappearing, but it has practically disappeared That is why I feel so aggreived When I offer my comments—you may regard them as criticisms—it is not because I have anything against the Railway Minister My own feeling is that sometimes we get people who are so good that they are taken advantage of They succumb before the pressures of this long tradition that is exemplified by the railway administration, because of their goodness

What is happening in the railway administration today? All kinds of accelerated promotions are given by the senior Class I officers to their contemporaries, not even to their colleagues, but to the other directly recruited Class I officers How many posts have been upgraded merely for the reasons that Class I officers may get accelerated promotions! It is happening all over I know that the Kripalani Committee recommended that certain posts should be upgraded I know also that want only, gratuitously, posts are being upgraded merely because some senior Class I officer wants another officer, because he belongs to the same service, to get some accelerated promotion What is happening with regard to your most junior Class I officers? It is destroying the railway administration

Take the ordinary newest recruits to the Class I service They have not completed their two years' training and they are sent out to district posts, and the most senior Class II officers, men with 35 years of service, who have been the linchpin of the railways, are superseded They have been holding those posts in an officiating capacity for three or five years and yet, you will pick out a virtual school boy, who has not completed two years of training, give him accelerated promotion and send him out to a district post The senior scale posts have been filled by people who again are virtually school boys The Railway Board, I believe, has given a directive that no senior Class I officer, unless he is in the junior scale for four years, should get more than Rs 400 and should go into the senior scale appointment Make an investigation and see how many absolute youngsters, with less than four years service, are going to senior scale appointments

What is the inevitable result? What happened before independence? You cannot become a senior scale officer unless you have done a minimum of 10 years or usually 15 years But now you are giving little boys with three years' service senior scale posts In doing that you deliberately supersede your Class II officers men who can buy and sell your Class I officers You do it because it is in the colonial tradition of Class I service to do it, and they are doing it more today than they have ever done before

What is the result? I have pointed a finger—the indiscipline of the Class IV staff and the sullenness and the resentment of the Class II and Class II people are there But why? You send out a boy to do a man's job The Class II people laugh at it, but because they are responsible officers, they do not laugh openly Because the Class III people see all their prospective channels of promotion blocked and choked, they get resentful And, the Class IV people are openly contemptuous of these youngsters That is why they do not command any respect, That is why discipline is disappearing

I do not blame them You put out a boy of 19, 20 or 21, in a senior scale appointment. It is not natural, it is not human for him to be able to bring to bear the experience and capacity to deal with human beings—thousands of them What do they do? Because they do not get the respect they want to get, because they cannot command, because they have not got the experience and capacity to do it, they do things which titillate the risible faculties of the other classes of workers So, they begin to mete out savage punishments That is what is happening and the whole thing is moving in a vicious circle

I ask the Railway Minister not to take exception to what I am saying I may be seeming to speak in anger I used to speak very much in anger at one time but with the mellowness of advancing years I am speaking more in sorrow I ask the Minister to listen to people who are actuated by *bona fide* motives What grieves me today is, I thought and I have given up hope—that when the Minister came to this Ministry he would bring—I do not want to mix my metaphors—not only energy and zeal with the new broom but also he will bring some fresh air to this rather fatigued atmosphere of the railway administration And I had hoped he would rather break the stranglehold of the colonial tradition exercised by the senior officers both in the Railway Board and elsewhere I had hoped that above all the Railway Minister would deal personally with the grievances of staff I am aware of his tremendous responsibilities This is probably the most onerous Ministry in the Cabinet, a vast sprawling organisation No one except a person with a moronic approach would say that it is a light Ministry He has a mammoth responsibility

But when you are dealing with a million men and when you are trying to break through the blank wall of colonial tradition, how do you deal with them? I am not making a comparison, comparisons are odious But in almost the twenty years that I have dealt with the railway department, whether Europeans or Indians, I have found only one person who was prepared to break this tradition, and it was the late Shri Gopalaswami Ayyangar He was there, unfortunately for a very short time, but in that short time it was amazing how railwaymen throughout the country were electrified by a growing confidence, belief that however humble, however obscure they were, if they came to Shri Ayyangar with a complaint that a grievance was done, he would sit down and redress that grievance on the spot, ruthlessly setting aside decisions of General Managers and the Railway Board That is my own experience He never cared whether he is a son-in-law of a General Manager He went to him, he discussed the problem and in five minutes gave his decision, as I said ruthlessly setting aside the order of the administration

But today what is happening? Today, I do not know, I choose not to believe that they are doing it because they have the encouragement of the Minister, but deliberately certain General Managers refuse to deal with the most flagrant and most blatant injustices Take the General Manager of the Southern Railway He refuses most consistently to do it His predecessor has dealt with it Now you will find he refuses it He sends a letter and refers it to the Railway Minister Personally, I think it is an affront to the Railway Minister when the General Manager says I am not prepared to deal with it because he is an underling of the Minister This is what the General Manager of the Southern Railway says when any case is sent to him I do not know whether the Minister thinks this a good thing or a bad thing

As I said, he has got these multifarious duties, but when the General Manager does not deal with grievances of the most strident and obvious

[Shri Frank Anthony]

character, as I know they do not deal with them but refer to the Minister, because he is much too big a person to deal with them, I do not know whether it is a matter of policy

Now the Railway Minister is a busy man and probably he wants to deal with these problems personally but he has not got the time to deal with all of them, because I am receiving literally thousands of labour problems, not entirely because I happen to be a representative of the Anglo-Indians but because I am the President of the representative union in this country the majority of the members of whom are Hindus Now I get literally thousands of such cases I do not send them all to any one I intervene only when I find that a person cannot get any kind of redress, when he comes to me and says "I have been writing to the General Manager, I have been going through the normal channel two years or three years and still I cannot get a semblance of response", then only I write and then the General Manager says "you go and take this matter up with the Minister"

I am not saying that there should not be anomalies and injustice In a vast organisation like this there must be anomalies, there must be injustice But what I do criticise is the lack of will to do justice How does it in any way adversely affect your administration if you do justice irrespective of from what quarter you get information of an injustice? That is what worries me this cliche of the normal channel This was the cliche which was identified with the colonialism of the past age They make a fetish of the "normal channel" Even when matters are sent by responsible people the General Managers do not look into them "Normal channel" has been raised to godhead, to such an extent that unfortunately the normal channel in the railways means inevitably and ultimately the waste paper basket That is the normal channel of representations sent by the unfortunate subordinate railwaymen They just go to the waste paper basket And it is only when repeatedly and sedulously the thing goes to the waste paper basket that I seek intervention and then the General Manager says "no, whatever your case, I refuse to look into it" and that is why I send it to the Minister Then, in nine cases out of ten the Railway Minister has not got the time to deal with it and he remits it to an Assistant Director of the Railway Board Sir, I feel,—I do not want to arrogate any special superiority to myself—but I do think that when I sent a case with a certain amount of experience of having assessed it, it does deserve a little better treatment An Assistant Director in the Railway Board is a good fellow personally but he has been nurtured in the wooden-headed Railway Board tradition, and inevitably I get this cryptic stereotyped reply that "we see no reason to interfere" When I send it to the Railway Minister I would be hoping against hope that he will apply his mind personally to the case

In the courts we talk in terms of outraging judicial conscience But there is an administrative conscience too Some of the cases that I sent to the Minister which he unfortunately remitted to the Assistant Director led to my getting this stereotyped *non possumus* If only he had applied his mind to that I am certain it would not have outraged his administrative conscience I say this because General Managers today refuse to deal with the grievances There are more grievances today than ever in the history of the railways

I am saying all this because I get flooded I get frustrated I get bitter and resentful that there is no redress today There is no one who is prepared to apply his mind objectively and honestly The General Managers, as I said, are the purveyors of this tradition The General Managers, because of this colonial tradition will

not upset the orders of the Divisional Superintendent But I do not expect the Minister to do the same thing He is not nurtured in this tradition I do not expect him blindly to accept the rubber stamp of his Railway Board or his General Manager And when I say this, I am hoping that politics has got nothing to do with this I am hoping that the Minister has not advised his General Managers not to deal with grievances unless they come through the National Federation of Railwaymen

I do not know whether the Minister has endorsed this policy, whether he has inspired it but my own impression is that the Railway officials today are sedulously concerned with boosting the National Federation of Railwaymen I think this is not only wrong This is immoral Why should the Railway officials boost any particular Union? They do it They do it deliberately The whole machinery of the Railways today is geared to boost the National Federation of Railwaymen The other side of the medal is geared to the victimising of railway men who do not join the National Federation or terrorising them into joining the National Federation, geared to victimising them if they dare to join any other independent union This is a tragedy It is more than a tragedy It is something which is sordid I will quote chapter and verse

The Minister of Railways (Shri Jagjivan Ram): I would like to have some instances where any railway employee has been forced or coerced to join the National Federation of Railwaymen or victimised for not joining it I will be glad to receive that information

Shri Frank Anthony I will be glad As I say I have a feeling that the Railway officials feel that they are doing something which will commend itself to the Minister They feel that the National Federation has some kind of a political complexion and the officials—most officials are courtiers—are out-heroding Herod They think that if they deliberately and sedulously boost the National Federation, they will commend themselves to the Minister I am hoping that they have no sanction from the Minister for this

What is happening? We hear of unity of Railwaymen Probably the Minister means it But, the way the Railway administration approaches this problem of unity, unity to my mind today is not only a synonym, but it is a pseudonym for regimentation

Mr Chairman: The hon Member's time is up

Shri Frank Anthony. I have asked for half an hour I think I have taken only about 20 minutes The Speaker was pleased

Mr Chairman· The hon Member has three minutes more to go to make half an hour

Shri Frank Anthony: With all due respect to you, Sir, I am afraid, it will undermine the quality of my speech I shall defer Please relent at least 8 minutes I am coming to the best part of my speech

Shri Hem Barua (Gauhati) **May** I know if the Chair encourages quality of speech also?

Some Hon Members: Surely

Shri Frank Anthony: There is this almost calculated policy of doing something by the administration to herd people into the National Federation I say this also I do not want to point my finger at any Federation But, whatever the reasons, the National Federation of Railwaymen is not dealing with hundreds of thousands of grievances of railwaymen I do not know, probably they are preoccupied with boosting their figures as compared with those of the All India Railwaymen's Federation or again preoccupied with our communist

[Shri Frank Anthony]

friends who are boosting their figures by moving to Class IV It has been unfortunate—What happens to Classes III and II? Who is bothering about them? Nobody bothers about them, because they do not represent numbers Today, because number matters, in the matter of recognition, everybody is going to Class IV I ask the Railway Minister, if he does not deal with their grievances, when they are represented by persons like me, where will they go to get their grievances redressed? No Federation is concerned with them What is happening? The Class II officers, as I have said, have represented the corner-stone of the railway fabric Class III have given the ballast to the railway administration They have given it stability They have kept it always on an even keel whether it was against agitation against subversion or against violence Today, what is happening? You are grinding them into dust There is this upper mill-stone of Class II Mahabrahmin There is the nether mill-stone of the new aristocracy of the proletariat Between them, classes II and III are thrown unto the wolves I hope the time will never come when the Railway administration will have to go to these classes II and III to save them Because Class I has collapsed and their back has been broken Class IV has risen in revolt because you yourself are grinding these people into dust You are emasculating them You are depriving them of the capacity and the will to work, as they have always done

An even worse feature is this The Railway Minister asked me to give instances of victimisation I will give him instances I am speaking today with a feeling

Mr. Chairman: Order, order Only so long as the hon Member will do it in the next three minutes because I am going to ask him to end his peroration by then

Shri Frank Anthony: Let me give an instance of victimisation At the Annual General meeting of my own union this year, while I was having the lunch break, men came to me stating, there are a lot of railway policemen in plain clothes questioning us, intimidating us, as to why we came to this annual General meeting By the time I rushed back, they made themselves scarce I issued a press statement on this

There is a circular which I have got here I was going to read it The Chairman is a little hard on me It is a circular dated 12th December, 1958 from the Divisional Superintendent of Bezwada Look at the affrontery of the circular He invokes rule 9 of the Railway Servants Conduct Rules that a Railway man shall not, except with previous consent, make subscription to certain things I do not know what he means Look, how you interpret No railwayman will make subscriptions to any un-recognised Union either on the Railway premises or off the railway premises

Shri Jagjivan Ram I might inform the hon Member perhaps he knows that the circular which was not very happily worded has since been revoked When it came to my notice, it was revoked

Shri Frank Anthony Let me then give a last example Unfortunately it will be a little difficult to prove It happened to be one of the office-bearers of my own union—a Hindu, not a member of my community, a man with extraordinary record

Shri Jagjivan Ram: I may, at this stage inform the House that in the Railway there are so many unions which are not recognised An unrecognised union cannot claim the same privileges which a recognised union can claim

Shri Frank Anthony: I concede What has happened here? The man had it put in his confidential record

as a crime that he was a member of an un-recognised union The tragedy is this. I will have to deal with it a little later Confidential copies are not given If an official wants to damn a subordinate, it is not an adverse report, he merely writes, 'This man is a member of an unrecognised union" Do you know what happened in the case of the office-bearer, who went for Class II selection He was asked, "Are you a member of that union?" He said, 'Yes" He was asked, "Why have you not resigned?" "Why should I?" he said quite rightly, "I have the privilege of being the President of the oldest union which is the only well run union, which is the only union which has financial stability, which is the only union which gives benefits which no other union gives" It was put in his confidential report He was not selected for class II because in his confidential report, it was so recorded If the Minister sends for the file I know what will happen The Railway officer who gave that confidential report will extract it and he will put in a false confidential report That is another matter

Shri Jagjivan Ram: It is very difficult for me in such cases In the first place, I am not prepared to believe this story In the second place

Shri Frank Anthony: I have done my part, Sir

Shri Jagjivan Ram I have done only proper that when some allegation is made, I will call for certain documents and records and see whether the allegations are correct or not If it is stretched to this extent that the records given to me will be changed, there is nothing for me to do in that case Any allegation can be made here and there will be no ground or proof to substantiate that It will become very difficult Any allegation can be made I wanted to point that out

Shri Rajendra Singh (Chapra): At the outset he said that he was not prepared to believe If that is his presumption at the very start, how do you think he will call for the file or look into the matter? That is the point I am pressing

Mr. Chairman: In any case, the hon Minister knows what to believe and what not to believe

Shri A C. Guha (Barasat): On reading the Railway Minister's Budget speech and the connected papers, one would feel that considerable progress has been made in many matters which would deserve the recognition of this country and of the country New lines have been opened, the rolling stock position has been improved, but more pleasing is the fact that on the manufacturing side the Railway Board has been able to make very good progress Both on the manufacture of coaches and of locomotives, and also of certain equipments considerable progress has been made, and it is expected that the Indian railways, as regards their coaches locomotives, wagons and other equipments, can expect to be more or less self-sufficient in the not very distant future

On the other hand, there are some dark spots which deserve serious consideration The revenue on the traffic side has not been increasing as was expected In fact, in the present year the revised estimate is about Rs 13 crores less than the budget estimate, and ordinary working expenses have gone up by about Rs 6 crores The net result is that there is a deficit of about Rs 19 crores from the budget estimate of the net revenue that was to accrue to the railways during this year. This fact that our traffic revenue has gone down cannot simply be explained, particularly on the goods side, as the hon Minister has tried to explain, by the diversion to road transport. There must have been some other factors on account of which this reduction has

[Shri A C Guha]

taken place Even if a considerable portion of this reduction is due to diversion to road traffic, there also the Railway Board should examine the position

The Railway Minister is reported yesterday in the Rajya Sabha to have uttered some words of warning to the industrialists I wish he had not done that It is more a question of setting his own house in order than chastising others I think the rates by road transport are somewhat higher, rather considerably higher, than *the railway freight and yet why do* private parties industrialists and commercial men prefer road transport? That should be properly examined

My own suspicion is that there is so much corruption in the railway department and consequent harassment of the parties and insecurity of the goods due to pilferage, that the people prefer to go to road transport and avoid railway transport, thereby avoiding also the unnecessary harassment which results if they do not agree to pay illegal gratification I hope the Railway Minister will not try to make light of this charge of corruption That is not a peculiar feature of the railway department alone More or less that is a common feature of the entire administration

Some days back an hon Member of this House a very respected Member of this House, Acharya Kripalani made serious allegations about the railway department as regards corruption and I think that is more or less a true picture of things Hardly anything can be done in the railways or any other department without paying some illegal gratification My suspicion is that the preference of the industrialists and the business men for road transport is primarily due to these corrupt practices prevailing in the railway department and the consequent harassment of the people

Moreover, railway transport is not as quick as road transport That is also a matter which the railway department should try to improve

The monetary target of the Second Plan will be almost fulfilled by the Railway Board during this year and the next year, but as stated by the Minister himself the physical target will lag behind because prices of things have gone up But then how will he make up this deficit in the physical targets so that the railways may cope with the volume of work that may come to them during the Third Plan period?

Huge amounts of loans have been given to the railway department from foreign countries I think the total amount would be near about 250 million dollars and the interest on this would also be a huge charge on the railway department The Railway Minister has made an estimate that in the coming year the net profit of the railways would be Rs 21 crores I am afraid he has made a rather too optimistic calculation His expectation of the volume of transport may not be quite correct Some of the industrial goods may not move as he expects Textile and cement and even steel may not be in so big a volume as to compensate for the loss of this year Even the movement of foodgrains is also not likely to be very much higher than the present year due particularly to the non-import of any foodgrains from foreign countries and also to nationalisation of the foodgrain trade The present position is that foodgrains are not moving from the interior to big cities or industrial towns and whatever foodgrains are moving are moving mostly by road transport

Then he has also not taken into consideration the effect of the Pay Commission's recommendations on the revenues of the railways Considering all this, in the coming year we cannot expect he would get anything very much more than this year's figure of Rs 13 crores The result is

that the Railway Development Fund is dwindling year by year. It has come almost to rock bottom And the Railway Board have to borrow from the General Revenues This is an alarming feature The railways are expected to finance at least a considerable proportion of their normal development works So, if they have to borrow from the General Revenues for these normal developmental works, then that would not be a creditable thing for the Railway Ministry

13 hrs.

The Railway Minister has stated that the demand for wagons was slack this year That is due primarily to the fact that a number of wagons have been put on the track, and the volume of business has not increased very much In 1957, the increase in industrial development was very much less than in the two previous years, and in 1958 it is still less, it is expected to be only two per cent as compared to eight or nine per cent in 1955-56 and 3 5 per cent in 1957 So, this year also there may be a slack in the demand for wagons But we expect that with the tempo of development in the Third Five Year Plan the present reserve stock of wagons would be fully utilised And it is not quite a bad thing that some wagons have been put on the track even though for the present they may be in excess of the actual demand

Another good thing which I should mention here is in regard to the movement of coal During the last three years the position has improved considerably The movement of coal is a very important item Though it is not so much a paying item for the Railways, yet for industrial development it is a very important item and I think, during the last three years, there has been considerable improvement

I would now like to refer to the ordinary working expenses While the traffic revenue has fallen or is expected to fall from the budget estimates by about Rs 13 crores, the working expenses are expected to go up by about Rs 6 crores compared with the budget estimates The railways which are the largest single industrial unit in the public sector should show an example of operational efficiency as also its capacity to earn The performance of the railways will be judged mainly on this basis And I wish that the operational efficiency of the railways may be considerably improved so that the ordinary working expenses may go down

The Railway Minister has referred to the report of the expert committee on coal and said that the report is being examined This year also, I find that the net expenses on coal consumption *i e* fuel consumption have gone up by about Rs 2 crores Of course, there have been more wagons and there has been a greater movement of the trains, but still we feel that there is enough scope for economy in fuel consumption I wish that the report of the expert committee on coal may be examined quickly, and I hope that the implementation of that report will improve the position by minimising our expenditure on fuel consumption

Since you have rung the bell, I shall now come to some matters of local importance First, I would refer to the Sealdah section That is the most neglected section of the Indian Railways

Shri Rajendra Singh How does the hon Member say so?

Shri A. C. Guha: There is hardly any goods traffic in the Sealdah section except some jute traffic, so it gets less attention I am sure the hon Minister must have personal knowledge of the passenger traffic in the suburban section of the Sealdah line, and that is also a paying traffic He should do something to improve the passenger amenities and the punctuality of the trains in that section

Shri Jagjivan Ram: That is why it is going to be electrified

Shri A. C. Guha: I am coming to that. I do not know how far it will be electrified. I think the total estimate is Rs 15 crores, and so far, they have been able to spend only Rs 94 lakhs or so, and next year, including budget estimate the total will be only Rs 225 lakhs As for the time by which this scheme will be completed, there is no mention I hope that the whole of the Sealdah section may be electrified and the work may be completed at least by the first year of the Third Plan The hon Minister nods his head about it, and, therefore, may I take it that he agrees to my suggestion and accepts my expectation?

Shri Jagjivan Ram: It will receive favourable consideration

Shri A. C Guha: All right

Another small thing which is much nearer to my home is in regard to the Barasat-Bashirhat line Some blame is laid on me in this regard At one stage I had intervened because some lands containing some graves of the Muslims were to be acquired But, if there is any difficulty in that particular piece of land, I think there may be a diversion line, it may not be a very big diversion line, but it may be only for about half a mile or even less As far as my information goes the case has gone to the High Court, and the High Court may not decide it in two or three years' time and till then, the work on this line will be kept in abeyance and are we to understand that the work on this line will not start till the High Court has given its finding? I request the hon Minister to examine this question, and if there is any difficulty, he may consider some other diversion line so that the difficulty may be bypassed and the line may be completed, because it is an urgent necessity for the entire area since the light railway had been abolished about five years ago the people have been suffering

I would like also to state that the hon. Minister may do something about the Kalighat-Falta line. I think it is a small line which covers only a distance of about two to three miles. Since a lot of people have been using this line as daily passengers, I think something should be done about this suburban line also

As regards ticketless passengers I would request the hon Minister to be more strict in this matter and to see whether there is some collusion of the railway staff or not My own apprehension is that this thing cannot go on without some collusion of the railway staff, maybe, at the lower level But, something should be done to check this It is corroding the moral character of the people and it is also depriving the Railways of their due revenues So, from a moral as well as a financial point of view, I request the hon Minister to examine this question and see that at least there is no collusion from the railway people in this immoral and illegal practice

Mr Chairman: The hon Member from Chingleput After that, I will call the hon Member from Sitapur (*Interruption*) No further information just now

Dr Krishnaswami (Chingleput): Sir I should like to pay my humble meed of tribute to the hon Railway Minister for the earnestness and sincerity that he has displayed in tackling many of these difficult problems—problems which are difficult in all conscience, especially, his treatment of the welfare of railwaymen was particularly heartening to me

We are to have a large number of secondary schools, we are to have subsidised hostels and primary schools There is only one observation which I have to make and I hope the hon Minister will not take it amiss when I suggest that in opening such primary and secondary schools we ought to make provision for the admission of a certain proportion of

subsidies to these institutions. Otherwise, there is the danger of railwaymen being considered to be a special caste and this in turn will create other social problems.

It is also heartening to be told by my hon. friend that we are making great strides in producing mechanical equipment and stores within our country. One would have wished for a clearer statistical account of the needs that have been met by production within our country. We might then have been in a position to throw light on how far our plans for development should be improved and expanded.

Having disposed of these matters, I now turn to a consideration of certain disquieting features of the Budget. Let me make this observation at the outset. I feel sad that a well intentioned Minister has not been served well by his advisers. One has only to peruse the analysis that he has made of the various figures pertaining to investment to arrive at this conclusion.

My hon. friend, in his account of railway investment, pointed out that investment expenditure reached the peak in 1957-58, the second year of the Second Five Year Plan. Whatever might be the defects of the Railway Board, stinting on expenditure is not one because it is one of the best organised spending departments of the Government of India. And, although we may have doubts regarding the wisdom of the choice of certain projects, we cannot deny their ability to spend well. My hon. friend, on the basis of his calculations, points out that we would be able to spend by the end of the Second Five Year Plan. 1121·5 crores of rupees in money terms and in real terms handle 162 million tons of originating freight traffic as originally planned!

Now, this is a surprising statement, since, obviously costs have mounted up since the Second Five Year Plan was drawn up. While it is most gratifying to learn that the Railways would be able to handle this traffic, Parliament has to ask two immediate questions of the Railway Board and the Railway Minister who is here to represent it. How comes it that at a higher cost level the same amount of originating freight traffic can be handled by the Railways? Secondly, has the Railway Board made adjustments implicit in the changes in the Plans that have occurred since they were drawn up? It is clear that something has gone wrong somewhere. The original calculations, in my humble opinion, were either miscalculations or were accepted on the ground that the other spending departments knew less about railway investment

No one can complain, least of all the Railway Board, that the traffic has not increased to the extent to which it was anticipated. My hon. friend speaks of 'trends," "of the increase in freight traffic of only 2 per cent on broad gauge and 7 per cent. less on metre gauge as compared with the previous year." But, where do all these arguments lead us when the very basis of the original Plan of Rs 4,800 crores has been changed to Rs. 4,500 crores and, in the intermediate period, costs have mounted up phenomenally? And, this must, certainly, have repercussion on the amount of traffic to be handled.

My hon. friend points out that there has been a trend of decline in traffic last year. Need one be surprised, Mr. Chairman, at what has occurred? Last year was a year of lower economic activity in the country. Food production had declined; industrial activity was sluggish; and these factors must have influenced the transport of commodities, high rated as well as low-rated in value. Yet the Railway Board must think of road transport as the villain of the piece! But even if the fall in freight earnings is not due to sluggish economic activity, even if it be due to competition from other sources, from vehicles on road, one should not approach this question from the standpoint of Railways and create a scare.

We have to look at this question of transport not from the point of view

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of Railways but from the standpoint of methods of carrying traffic. Let us look at this problem in the proper perspective Let us not cloud our appreciation—I say with great deference to my hon friend the Railway Minister—by speaking of mis-utilisation of national resources It is a grand phrase, which, may mean anything or which may mean nothing All taxes, let us realise, paid by motor vehicles since 1939 including the petrol tax as well as the sales tax more than cover the costs of roads There is something more which happens These taxes contribute handsomely to the general funds of Government, a factor which we have to take into account in assessing the contributions made by Railways and other types of transport as well

Besides, let us realise, that these taxes contain a subsidy element for bullock carts which, on social grounds, we cannot and should not tax and which wear out roads more than buses or lorries If, in spite of the preferential position that is enjoyed by Railways, there is a change of custom, surely we must do some re-thinking And, it is to do some re-thinking that I address myself to the hon Railway Minister and through him to the Railway Board to do some re-thinking

My hon friend speaks of faster traction by diesel But, let me point out to him that while diesel traction is welcome on other grounds it has smaller influence on speed and quick movement of trains We have to realise that delays occur in the loading stations The delay of wagons caused by loading and unloading and marshalling operations dependent upon the efficiency of the administration must have had its effect upon the users of transport Also, wagons are not covered Speaking as a Member of the Railway Corruption Enquiry Committee which went into this problem, may I be humbly allowed to point out that while we did not wish to asperse any body of men, because that would not be proper for us to do so, we had to point out that so far as those wagons were concerned, because they were uncovered, therefore, a great deal of pilferage of articles occurred And, if the Railway Board or the Railway Administration can provide better wagons, covered, and can prevent pilferage, many of the customers who had turned away during the past 3 or 4 months may yet come back like Little Bo-peep And, thus an attempt has to be made by the Railways We have to realise that unless that is done, it will not be possible to attract custom All these factors will have to be taken into *account before we decide on any* policy of strengthening the Railways If the Minister will do Parliament the favour of making the Railway Board re-think a bit, he would find that "public carriers" in spite of certain limitations that are imposed on them have greater advantages over "free lance" operators, especially where they are a monopoly We can improve our services, as I pointed out, or shift wagons from one area to another because there is congestion in other areas We should make fresh traffic surveys and find out how we should attract customers and search for new markets in a country which has yet to make great strides in all forms of transport Above all—I do not wish to suggest anything definite on this occasion as the amount of technical information on this subject is limited and has not yet been obtained by those in high authority in the railway and transport administration—in co-ordinating road-rail-ship transport, we must not ignore the users claims Let us not commit the mistake which Thailand made some sixty years ago of suggesting that the railway should be put on one line and road should only act as feeders of railways Today the problems are so difficult there The question of transhipment of goods from one point to the other has been rendered so difficult that people are beginning to think that the Minister who devised that policy sixty years ago has put a brake on the economic expansion of Thailand altogether This

is a very difficult problem. It is but human on the part of the railwaymen who have spent their lives in the cause of the railways to adopt a sectional point of view The same thing occurred in the case of British transport. When the matter came up for review sometime in 1951, Parliament took a very strong stand and told Sir Brian Robertson, the Chairman of the Board of Transport, that he could not think of co-ordination as being synonymous with suppression of other methods of transport In all attempts to bring about a revolution in railway transport, they said, let there be more modernisation and let there be an encouragement to a better type of service and let us also see how far we can make both the road and rail and also other forms of transport put on equal footing In India historical conditions are different We have given a preferential position to our railways If in spite of it there has been some amount of competition from road, we should not be squeamish about it We should not try to suppress economic development just because we feel we are not able to meet competition In this connection, I should like to suggest to my hon friend that a time has arrived when we should have more sizable zonal units of these railways My hon friend who preceded me spoke of the lack of response on the part of the managers But may I point out that this lack of response is due to the fact that there is centralisation of authority in the Railway Board and that the zones are so big that the managers find it impossible to know what their personnel problems are The Railway Corruption Enquiry Committee went into this matter at considerable length and there is a lucid paragraph on this point of administrative responsibility and accountability which I commend to the attention of the hon Railway Minister The time is ripe, it was ripe long ago for making modifications and the sooner we make modifications, the better it would be from the the point of view of improving the efficiency of our railways

But let me proceed to a basic question which I raised at the outset I pointed out that in the analysis of the figures presented by my honourable friend there was a lacuna. Since the overall Plan has been reduced from Rs 4800 crores to 4500 crores, adjustments must necessarily be made The costs have also mounted up The hon. Minister has come to Parliament with a request that a Rs 10 5 crore loan should be given from the general revenues I have no objection to conceding to such a request but surely when the very basis of the Plan has been altered, Parliament should have a right to know how the priorities have been ordered by the Railway Board Let us have a white paper on what exactly are the priorities and let the Railway Board present through the Minister a plan of priorities and let Parliament have an opportunity of judging how the experts have applied their minds to these questions in the light of changed conditions There must certainly be a revision of priorities This leads me to another point which is rather important and to which I should like my hon friend to give his special attention We were told that because of the high priority attached to plan developments we could not satisfy the unsatisfied demands of many areas for several years In many cases, in my humble opinion such an argument was nothing else but a pretext for inattention to the problems of railway development, particularly in the south But now that the total outlay on the Plan has decreased and costs are mounting up, there is no need to rely even on this pretext There ought to be a greater consideration of the unsatisfied demands of areas in the south and of the various other areas and they should be taken into account Let me mention only a few instances They are by no means exhaustive I am only to content myself with mentioning a few instances in the General Debate and I shall deal with them in detail when I come to the Demands for grants Everyone knows that trains coming in and going out of Madras are held up for a long time;

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there is a virtual bottleneck. In fact by our inattention we are creating conditions for competition and giving the custom to road transport by really blocking up traffic and not having attended to the problem of line congestion earlier. It is obvious to any one who has given thought to this problem that double lines should be laid up at least right up to Ponneri in the north and at least up to Chingleput in the south to relieve traffic congestion. It ought to have been done earlier; it was not done because there was lack of attention to the problems of these areas. I am glad to find that my friend suggests that now that there is power, there will be electification of the Tambaram-Villupuram line. But I would only like to say that there should be electrification not only from Tambaram to Villupuram but from Tambaram to Vridachalam because Vridachalam after all is nearest to the centre of the Neyveli industries. Now that power is available, there is no need to hold up the other project also of electrifying Madras-Arkonam line as well. It would relieve congestion Besides, the satellite cities that have to spring up and which we are really anxious to promote would not come into being unless some of these developments are taken up. There are other places to which my hon. friend has referred. My friends Shri Elayaperumal and Shri Narasimhan will of course deal with the problems of other areas

Finally, I should like to make a personal plea to my hon friend the Railway Minister. It is good to listen to the wisdom of experts but the Minister should also—and I say it with great deference to him—overrule these experts Sometimes experts are wooden and hide-bound in their approach to these problems I have a feeling that the present Railway Board, though it consists of many eminent persons has not displayed that prescience or understanding of the deeper transport problems of our country. If we are wooden, there cannot be any possibility of any intelligent planning. I suggest to my hon. friend that he should either convert the bureaucracy that is working under him or have new blood in the Railway Board so that it may tackle these problems afresh. Above all I should like him to apply his mind to the problems of zonal reorganisation. As I have already said, these organizations are so wide and so overlapping that unless we are able to decentralize authority and create more zones and give more power to the General Managers to settle these problems, it will not be possible for us to have anything done substantially. I do realise that there would be certain abuses of authority, but after all, the Railway Board and the hon. Minister are there as appellate authorities. In any event, my vision of a Railway Board is that of a high-powered policy-making body, not of a detailed supervising body which concerns itself with problems of patronage and personnel, important though these are, these do not fall within the purview of a policy-making body.

Mr. Chairman: The hon Member for Sitapur. After that, I shall call the hon. Member for Dhenkanal and then the hon. Member for Dhanbad.

श्रीमती उमा नेहरू (सीतापुर) : श्रीमान् जी, मैं समझती हूं कि रेलवे बजट का नक्शा इतना बुरा नहीं है जितना कि बताया गया है। लेकिन डा॰ कृष्णस्वामी साहब की स्पीच जब मैंने सुनी और जब मैंने अपने अफसरों की शहनशाहियत, की चर्चा सुनी तो मुझे बहुत दुःख हुआ और मुझे रंज हुआ। जब अंग्रेज यहां थे तब तो यहां पर शहनशाही हुकूमत थी और जो मुलाजिम उस वक्त थे वही आज सारी मशीनरी के पुर्जे हैं लेकिन वे पुर्जे जो हैं, आज भी अगर वे यह करें कि नीचे से नीचे दर्जे के मुलाजिम के लिए यह हुक्म दें कि तुम अन्दर क्या कह सकते हो, बाहर क्या कह सकते हो, तुम इस मीटिंग में जा सकते हो, इस यूनियन में शिरकत कर सकते

हो और इसमें नहीं कर सकते हो यह ठीक नहीं है। इस तरह की शाहनशाही हुकूमत के खिलाफ हम खुद लड़े हैं और इस तरह की चीज हमने तोड़ी है जोकि अंग्रेजों द्वारा बनाई गई थी। मैं समझती हूं कि अगर आज हमारी मिनिस्ट्री के अन्दर ऐसा कोई घुन लग गया है या ऐसी कोई बातें होने लग गई हैं तो हमें इनको खत्म करना होगा, हमें उनसे एडमिनिस्ट्रेशन को साफ करना होगा। यह बात श्रीक एंथनी साहब की जबानी सुन कर कि आज हमारा जो राज है उसमें छोटे से छोटे दर्जे के मुलाजिमों को इस तरह से सताया जा रहा है, बहुत दुःख हुआ है और मैं चाहती हूं इस तरह की चीज नहीं होने दी जानी चाहिये।

आज हमारे देश के सामने पंच वर्षीय योजना है और आप जानते ही हैं कि पंचवर्षीय योजना की जान और हाथ पैर जो होते हैं, वे ट्रान्सपोर्ट ही होते हैं। अगर ट्रान्सपोर्ट ठीक नहीं होता है, चाहे वह रेल का हो, रोड का हो, बस का हो, किसी भी तरह का हो, तो योजना ठीक प्रकार नहीं चल सकती है और जो प्रोडक्शन देश के अन्दर होता है वह चारों तरफ नहीं आ जा सकता है। इस बात को सामने रख कर हमें देखना है कि इस सम्बन्ध में हम क्या कर रहे हैं और क्या करने की गुंजाइश है। रेलवे बजट और जो रिपोर्ट दी गई है उसको देखने के बाद पता चलता है कि एफिशेंसी की अभी भी कमी है। रेलवे देश के लिये बहुत ही महत्व रखती है, बहुत ही जरूरी चीज है, इस वास्ते इसमें एफिशेंसी का आना बहुत जरूरी है। मैं मानती हूं कि हमारे मिनिस्टर साहब ने कोशिश तो बहुत की है एफिशेंसी लाने की लेकिन अब भी हालत यह है कि इसमें एफिशेंसी की कमी है।

अब जो हालत हमारी गाड़ियों की है, उसकी तरफ मैं आती हूं। तीसरे दर्जे की जो गाड़ियां हैं, उनको देख करके जरूर हमें खुशी होती है। मैं मानती हूं कि तीसरे दर्जे की तरफ हमारे रेल वालों का ध्यान गया है और इस ओर उन्होंने अपना पूरा ध्यान दिया है और कोशिश की है कि उसमें सफर करने वाले मुसाफिरों को सहूलियतें दी जावें, उनकी तादाद बढ़ाई जाए। लेकिन आज हालत यह हो गई है कि तीसरे दर्जे की तरफ तो ध्यान दे दिया गया है लेकिन फर्स्ट और सेकिंड क्लास की आपने गत बना दी है। इन दो क्लासों की आज हालत यह है कि न उन पर रंग किया जाता है न रोगन किया जाता है, न उनमें कोई चीज साबुत मिलती है और देखा जा रहा है कि हर तरफ से चीजें झड़ती जा रही हैं। आप फर्स्ट और सैकिंड क्लास नहीं रखना चाहते तो न रखें लेकिन अगर आपको इनको रखना है तो आपको चाहिये कि आप ठीक तरह से इनको रखें। आज भी यह होता है कि जब हम थर्ड क्लास में जाते हैं तो तबीयत हमारी घबराती है गोकि आपने सहूलियतें दी हैं, लेकिन फिर भी तबीयत घबराती है और घबराती इसलिए नहीं है कि वह थर्ड क्लास है, घबराती इसलिए है कि हम देखते हैं कि जो फुटबोर्ड होते हैं, जो पटड़ियां होती हैं उनमें लोग टंग जाते हैं। मैं आपको यह भी बतलाना चाहती हूं कि थर्ड क्लास की सारी खूबसूरती इस वास्ते चली गई है क्योंकि फुटबोर्ड्स के ऊपर मुसाफिर टंगे जाते हैं। कुछ दिन हुए आपने यहां पर एक बिल पास करवाया है और आपने सजायें भी रखी हैं उनके लिए जो फुटबोर्ड्स पर सफर करेंगे, लेकिन मैं समझती हूं कि ये सजायें और यह जुर्माने और यह जेलखाने दे देने से आपका जो मकसद है वह पूरा नहीं हो सकता है। आपको इसका कोई और ही इलाज करना होगा। मैं समझती हूं कि जब तक आप गाड़ियों की तादाद, रेलों की तादाद नहीं बढ़ायेंगे, तब तक इस तरह की चीज को रोका नहीं जा सकता है।

[श्रीमती उमा नेहरू]

जब हम रेलवे प्लेटफार्म पर नजर करते है तो वहां पर भी हमें एक अजीब ही चीज दिखाई देती है । कागजों के टुकड़े इधर उधर बिखरे पड़े दिखाई देते हैं , फलों के छिलके गिरे हुए दिखाई देते हैं, मूमफलों के छिलके खूब अच्छी तादाद में दिखाई देते हैं । खैर, इन सब चीजों से अगर हम बच बच कर चलें भी तो भी स्टेशनों पर हाकरों की इतनी भरमार हो गई है, इतना वे चीखते और चिल्लाते हैं कि कुछ कहने की बात नहीं और रास्ता मुसाफिरों के गुजरने के लिए नही छोड़ते है। आपको मुसाफिरों के लिए चलने फिरने के लिए जगह रहे इसका भी बन्दोबस्त करना है । शोर इतना होता है कि अगर हम कोशिश करें भी कि लाउड स्पीकर को सुन सकें, तो वह भी नही सुन सकते है । उस गुल में लाउड स्पीकर भी चीखने लगता है । मैं एक सुझाव आपको देना चाहती हूं और वह यह है कि आपने लाउड स्पीकर तो लगा दिये है जोकि यह बताते हैं कि फलां प्लेटफार्म से फलां गाड़ी जाती है और फलां टाइम पर जाती है, लेकिन आप बड़े बड़े स्टेशनों पर रेडियो भी लगा दें और अगर आपने रेडियो लगा दिये और उन रेडियोस से तरह तरह के गाने बजवायें तो मुम्किन है कि लोग खामोशी से आपके गानों को सुनें । मै चीन में गई थी और वहां पर स्टेशनों पर मैंने रेडियो बजते हुए सुने थे और देखा था कि लोग खामोशी से सुन रहे हैं । वैसे चीन के लोग कुछ स्वभाव से भी खामोश होतें हैं ।

आपकी रिपोर्ट देखने से पता चलता है कि आपने रेलवे एम्पलायीस के लिए मकान भी बहुत कुछ तैयार किये हैं, मैटर्निटी सैंटर भी बनवाये हैं, शिक्षा की फैसिलिटीस भी बढ़ाई हैं, लेकिन जितनी ये सब चीजें बढ़ाई जानी चाहियें थीं, उतनी नहीं बढ़ाई गई हैं ।

अब मैं मीटर गेज के बारे में कुछ कहना चाहती हूं । मेरी कांस्टिट्युएंसी जो है वह मीटर गेज पर ही है । शुरू शुरू में जब मैं मीटर गेज की ट्रेन में गई तो मैंने देखा कि अगर किसी स्टेशन पर वह गाड़ी अटक गई तो अटक ही गई और तीन तीन घंटे तक या इससे भी ज्यादा लेट अपने डेस्टिनेशन पर पहुंची । जब इस तरह से मै लेट पहुंची तो मैंने रोडवेज का इस्तेमाल करना शुरू कर दिया । जो बसें हमारे यहां चल रही हैं उनमें सफर करके मैंने देखा है कि वे तीन घंटे और दो घंटे पहले पहुंचती हैं रेलवे से और इसका नतीजा यह हो रहा है कि आपकी ज्यादातर जो मीटर गेज की ट्रेंस है वे खाली ही जाती हैं । लोग पसन्द करते है कि वे बसो में सफर करें । बसों में किराया चाहे रेलवे से कुछ अधिक देना पड़ता है लकिन वह हमें मंजूर है क्योंकि हम समय पर जहां हमें जाना होता है वहां पहुंच सकते हैं । ब्रॉड गेज की जो ट्रेंस है उनकी जो एव्रेज स्पीड होती है वह मैंने देख ली है और वह २७ से ३० मील फी घंटा से ज्यादा नही होती है । आप अंदाजा लगा सकते है कि जब ब्रॉड गेज की यह हालत है कि २७ से और ३१ मील फी घंटा से ज्यादा वे ट्रेंस नही चलती है तो मीटर गेज में हालत क्या होती ।

अब मै केटरिंग के बारे में कुछ कहना चाहती हूं । यहां पर मैंने देखा है कि क्वालिटी और क्वांटिटी दोनों ही गिर गई हैं, क्वांटिटी भी गिरी है और क्वालिटी भी गिरी है । मुम्किन है क्वालिटी इस वास्ते गिरी हो कि वहां पर प्रापर

सुपरविजन नहीं है, क्वांटिटी क्यों गिरी यह मैं नहीं कह सकती हूं शायद इसलिए गिरी है कि चीजें महंगी हो गई हैं या कोई और समस्या है , इसलिए गिरी है, मै नही कह सकती ।

श्री ब्रज राज सिंह (फिरोजाबाद) : कोरप्शन की वजह से गिरी है ।

श्रीमती उमा नेहरू : मै चाहती हूं इस पर भी आप गौर करें ।

असली चीज जो है वह प्लान की है और उस पर मैं आती हूं । मेरी कान्स्टि-ट्युएंसी, जो कि सीतापुर है, मे ग्रेन मार्किट है । वहां मूगफली, दालें, गुड, गेहू इत्यादि सभी चीजें पैदा होती है । मैने देखा है कि वहा के मर्चेंट्स जो है वे बराबर परेशान रहते है और उनकी शिकायत रहती है कि उनको वैगस नही मिलती है, वैगस की कमी है । यह शिकायत उनकी बहुत पुरानी है । जिस वक्त लाल बहादुर शास्त्री जी रेलवे मिनिस्टर थे, उस वक्त भी मैने इस शिकायत को उनके सामने रखा था और बताया था कि वहा मार्किट की यह हालत है और उन्होने मुझ से यह कहा था कि जब द्वितीय योजना आएगी उसमे हम इसका बन्दोबस्त करेंगे । बात यह है कि लहरपुर शहर जो है, जहा से बहुत कुछ माल आता है, कच्चा माल आदि, उसके आसपास तो स्टेशन हैं लेकिन लहरपुर खास जहा पर पैदावार ज्यादा होती है वहा पर कोई प्लेटफार्म नही है, कोई स्टेशन नही है । इस विभाग के वास्ते वहां पर स्टेशन बनाना कतई मुश्किल बात भी नहीं है । यह मैं इसलिए नही कहती हू कि पार्लिया-मेंट के एक मैम्बर की वहां कांस्टिट्युएंसी है बल्कि इसलिए कहती हूं कि आपका यह धर्म है, आपका यह फर्ज है कि आप प्रोडक्शन को सारे देश में फैलायें, देश के जिस जिस भाग में जिस जिस कोने में प्रोडक्शन होती है, वहा वहां आपको बन्दोबस्त करना है । इस नाते से आप को देखना है, खास तौर से बैकवर्ड एरियाज को ।

रेलवे उपमंत्री (श्री शाहनवाज खां) : अब तो वैगन बहुत मिलते हैं ।

श्रीमती उमा नेहरू : आप कहते हैं कि अब वैगन बहुत मिलते है तो मुझे बहुत खुशी है ।

श्री सिंहासन सिंह (गोरखपुर) : अब लेने वालों की कमी है ।

श्रीमती उमा नेहरू : रेलवे की रिपोर्ट को पढने से और यहा पर हुए व्याख्यानों से मालूम होता है कि जो रेलवे के मुलाजिम रक्खे जाते है वे काफी ट्रेन्ड नही होते है । मेरी तो यही ख्वाहिश है कि जो लोग रेलवे मे या किसी भी महकमे मे आयें वे ट्रेन्ड जरूर होने चाहियें। ट्रेन्ड आदमियो का रखना ज्यादा अच्छा होता है लेकिन अगर ट्रेन्ड आदमी नहीं रखना चाहते है तो उस तरह से करें जैसे कि चीन मे होता है । वे ऐसे आदमियों को रखते है जो ट्रेन्ड तो नहीं होते लेकिन उन का एक्स्पीरिएन्स होता है । एक्स्पीरिएन्स्ड आदमियों को रख कर वे उनको ट्रेनिंग देते है । आप को भी ऐसा ही करना चाहिये ।

अब मै सब से बड़ी चीज पर आती हू । अभी मै ने मिनिस्टर साहब की स्पीच राज्य सभा में हुई थी, उस को पढ़ा । मै ने देखा कि जो भी हमारे प्रोडक्शन की चीजे ले जायी जाती हैं वे रेलों से भी ले जायी जाती हैं और प्राइवेट बसेज से भी । मेरी राय में यह झगड़ा कि ट्रान्सपोर्ट के लिये रेल ठीक है या रोड, यह अच्छा है या वह अच्छा है,

[श्रीमती उमा नेहरू]

यह दूर होना चाहिये । दोनों में को-आर्डिनेशन होना चाहिये । आपने जो प्राइवेट एन्टरप्राइज को खत्म नहीं करना है, उस को जिन्दा रखना है, लेकिन दोनों में आप को कोआर्डिनेशन करना चाहिये ताकि चारों तरफ जनता को हर तरह की सहूलियतें मिल सकें ।

आज स्टेशनों पर स्त्रियों को टिकेट कलेक्टर की जगह रक्खा जाता है । लेकिन मैं मिनिस्टर साहब से यह कहना चाहती हूं कि स्त्रियों को ट्रैवेलिंग टिकेट एग्जामिनर्स की जगह पर भी रक्खा जाय ताकि वे सफर भी कर सकें ।

श्री शाहनवाज खां : हैं है ।

श्रीमती उमा नेहरू : मैं यहां पर अक्सर रेलवे बोर्ड की पंचायत सुनती हूं । पार्लियामेंट में अक्सर उन का हवाला दिया जाता है । मेरी खुद राय यह है कि आज कल का जो जमाना है उस में औरत और मर्द में काम करने में कोई ज्यादा भेद नहीं है ।

श्री ब्रज राज सिंह : इसलिये कि एक स्त्री भी मिनिस्टर होनी चाहिये ।

श्रीमती उमा नेहरू : इसलिये मैं कहना चाहती हू, हालाकि मै जानती हू कि यहा पर लोग इसके खिलाफ बहुत गुल मचायेंगे, कि अगर आप को रेलवे बोर्ड की शुद्धि करनी है तो औरतों को उस का मेम्बर बनायें । तभी वह ठीक से काम कर सकेगा ।

अन्त में मुझे यही कहना है कि जब तक रेलवे बोर्ड के मेम्बर्स और रेलवे के आफिसर्स देश की तीसरी पंच वर्षीय योजना को नहीं समझेंगे और नहीं अपनायेंगे, तब तक उस का काम तेजी से नहीं चल सकेगा बल्कि सुस्त चलेगा ।

Shri Mahanty (Dhenkanal): Mr. Chairman, the problem of problems to me has been what yardstick to lay down, what criteria to formulate for judging the Railway Budget. Administrative laxity here or corruption there are approaches of very little consequence according to me. But if we view at the Indian Railways, one of most organised monopolies in the public sector in this country, from the operational efficiency point of view, we find that it leaves much to be desired. If we view it from the commercial point of view. it is disappointing. If we view at from the point of view of the passengers or the consumers, we find it depressing Therefore, the problem to me has been what yardstick to lay down to judge our Indian railways

I do not know who characterised the Railway Budget as a "pedestrain budget". On the authority of Shri Asoka Mehta, I learn that the Railway Minister himself had characterised it as a pedestram budget. According to me, it seems to be a limousine driver's budget, driving recklessly towards chaos, maybe towards a fall If we look at it from the financial point of view, we find that the working expenses are going up, whereas the profits are dwindling. The Development Fund today is nil and is sustained by a credit of Rs 13 63 crores from the general revenue and the Depreciation Fund is diminishing The Railway was supposed to contribute Rs 225 crores from the Depreciation Fund towards the second Five Year Plan of the Railways I do not know how much they will be able to contribute to the third Five Year Plan If my reconings are correct, it will be a nil figure.

If we look at the figures of 1956-57, we find that the capital-at-charge was Rs. 7,071,71 crores and the ratio of net revenue earned was 5·4 per cent. In 1957-58, the capital-at-charge increased to Rs. 1,232 44 crores, but the ratio of net revenue diminished to 4·7 per cent Against this background, we have to judge the performance of the Indian Railways

According to me, the first criterion which ought to be laid down is its commercial success. We find it is a monopoly which is functioning in the public sector, which has got no competitors. The hon. Minister today says that the road transport is the devil of the piece and has come to the arena of competition. But I do not think he means it in seriousness. Those who are acquainted with the conditions of road transport know under what hardships they are functioning. Yet, if the private road operators have been able to challenge the might of this mightly organised structure, then certainly, the defect lies with the Railways.

Let us take the other organised industries, textile for instance. We find that in 1956 the gross profits of the textile industry, as a percentage of capital, was 9·8 per cent. We know in what a quandary and ramshacle the textile industry is. Yet, its gross profits were to the extent of 9·8 per cent, iron and steel industry 11·7 per cent; engineering industry—9·5 per cent, I think cement will be of the order of about 8 per cent. But, the profits of the Indian Railways are less than 5 per cent. Here is a matter of very serious concern to us. We find today that the capital at charge under the Railways is to the extent of about Rs 1, 800 crores Then why this sector has not been earning profit commensurate with the quantum of capital? Let it be understood that the public sector is going to be no socialistic luxury for us The only criterion that we will have to apply in this regard is what benefit, what relief it brings to the consumers at large And if we judge the performance of the Indian Railways from that point of view, we certainly find it very very disappointing and distressing

What we find is a top-heavy administration, an overcentralised administration to which even the Railway Corruption Enquiry Committee drew pointed attention. We find the estimates are increasing on the administrative side. But what has been the performance of the Railway Board, the performance of the Indian Railway administration? Here again we have to judge not the administrative laxity here or the corruption there, as I pointed out earlier. The real criterion should be to see to examine how the targets of the Second Plan in the field of Railways have been implemented.

I am quite in sympathy with the Railways; because in the Second Plan their original outlay of Rs. 1,400 crores was reduced to about Rs. 1,125 crores. Those who had framed the Plan should have borne in mind that the Railways are really the life line of any economic development. Therefore, the planners who are spending crores of rupees over useless social overheads should have diverted all those amounts for the development of the Indian Railways.

But even within the limited sphere of the Indian Railways of Rs. 1,125 crores, the targets laid down were new lines 842 miles, renewals 8,000 miles, doubling of tracks 1,607 miles, electrification 826 miles and dieselisation 1,292 miles. Now the hon. Minister ought to enlighten this House what has been the rate of progress towards the attainment of these targets when we are going to complete three years of the Second Plan and when we have barely only Rs 211 crores left to attain the target from expenditure point of view

The figures which have been provided by the Railway Ministry about the new route mileage opened during the Second Plan are highly misleading Anyone who goes through the figure of new Railway mileage opened during 1957-58 will find that it is 168·14 miles and during the period work under construction is 564·67 miles. Therefore, if anybody added up both these figures, he might have come to the very hopeful conclusion that we are going to attain the target of 842 miles of new railways, but this is highly and grossly misleading.

[Shri Mahanty]

I am sorry that the Railway Board in the medley of figures that they have been circulating is trying to create a confusing picture as if within the period they are likely to achieve the target It is far from the truth, because this figure includes the carry over of 404 miles from the First Plan Therefore, if you deduct these 404 miles from this, then you will find that even though 842 miles may have been opened during the Second Plan, the mileage which pertains to the Second Plan is much less than the original target I doubt if we will be able during the Second Plan to achieve the targets which we have laid in the Plan

Then, even though in 1957-58 we have opened up 168 14 miles, I would like to point out to the House that during the same period we have closed down about 26 miles of railways, *e g* Kalkaghat-Falta Therefore, from the point of view of opening of new lines the performance is most disheartening I would like an explanation from the hon Minister why the Dandakaranya project, on which so much reliance is placed to which the entire wagon of the Refugee Rehabilitation Administration is hitched, why even though it was sanctioned during the last year the survey has not yet begun? Are they going to complete the railway lines under the Dandakaranya project during the Second Plan? No, not at all

Similarly about the renewal of 8,000 miles of railways they have completed only 4,416 miles I doubt if they are going to attain that figure during the remaining period of the Second Plan

Only regarding electrification, they have increased electric traction to 1,442 miles It is desirable to have electric trains But the fact has to be borne in mind that in far more industrialised countries like Canada, like Australia, like China, the electric traction that they have in those countries is far below than what we have in our country While other areas are starving for new railway routes, while other places are suffering due to lack of transport, you have absolutely no blessed right to electrify railway traction whatever may be the considerations You cannot say that your industrial production is higher than that of China You must be ashamed of it You cannot say *that your pace of industrial production* is at an accelerated rate than that in Australia or Canada But if anybody cares to analyse the figures he will find that in those highly industrialised countries where the quantum of production is much more than what we are having today now, the percentage of electric traction is not so much Therefore, my humble submission to this House is that while other areas are decaying owing to lack of transport, when you are asking for *Shramdan* in Rajasthan for new lines, you have absolutely no moral or administrative justification to exceed the figure of electrification which is much beyond the target that was fixed in the Second Plan

Then if we come to the passenger amenities we find it is a little short of criminal I am sorry to say that, but you will find for yourself that it is a little short of criminal The main passenger earnings is being derived not from the upper classes but from the third-class While the upper class earning is dwindling, the earnings from third-class is increasing Now the upper class earnings from Rs 14 06 crores, which is the 1958-59 estimate, has dwindled to Rs 13·47 crores As against this paltry figure, we have earned Rs 102 83 crores in 1958-59 from the third-class passengers

But even then the Planning Commission in the formulation of priorities had given precedence to goods over the passengers I am sorry in this country of socialist commonwealth, the goods, the dead goods are being given precedence over human beings, those who are today earning you most of your revenue, so far as passenger earnings are concerned.

What are the passenger amenities? It is not a waiting hall here or a waiting hall there That is the most superstitious way of looking at the passenger amenities The only passenger amenity that we want is that the conditions of travel of third-class passengers should be a little more humane a little more civilised Let not the Deputy Minister stage a stunt by travelling himself in third class Let us stop all such stunts, let us not overpublicise them The amenities that we want is that the conditions of travel should be more humane, more civilized and more becoming of a country which professes socialist pattern But in that sphere we find that it is, as I said, I repeat it and maintain, little short of criminal

Then, we find the working expenses are going up It is being said, that it is an expanding economy and in an expanding economy the working expenses are bound to go up But expanding economy is not one-way traffic In an expanding economy, also the quantum of profit and the quantum of net revenue should expand That is not going up, even though we find every year the hon Minister is coming to the House to increase the number of incumbents in the Railway Board or number of Divisional Managers or other high paid officers

14 hrs.

After having said that much,—I have no more time at my disposal—I will come to some of my own regional problems The regional disparity in the economic development of this country today is mainly derived from the regional disparity in the railway route mileage that we find today in this country Take for instance, my State The 800 and odd miles were first laid, I think, in the archaeological period of historical time by the B. N R Co, and since then, this Government had not thought it fit to add a new mile of line I think, barring Kerala, Orissa is the State which has the lowest route mileage Whereas the national figure is 1 mile for every 36 square miles, in Orissa it is 1 mile for every 72 square miles But for that the credit does not go to our Railway Minister The credit goes to the o'd B N R company whose charred bones have now been of archaeological interest Regional disparity in economic development centres round regional disparity in the railway mileage We were told last year the Rihand valley was opened up, by new railway lines and we thought, that the Hirakud Valley will also be opened up similarly That scheme was there since the First Plan period to link up Titlagarh with Sambalpur The survey was completed long ago Work had started Then, Orissa had to be sacrificed for other areas May be, U P

Some Hon. Members No, no

Shri Mahanty: I say, may be May be elsewhere I would like to know from the hon Minister why that project was stopped It is a pity

An Hon Member: It is being taken up

Shri Mahanty: It is being taken up, not for our benefit, but to facilitate export of iron ore to Japan, to build the iron industry in Japan

Shri Rajendra Singh: Are you not going to benefit?

Shri Mahanty: My only grievance is, let us not be made a means to an end Let us be an end in ourselves. Similarly you will find a few miles of new line are opened up in the Rourkela area. Let us look at those areas where the peasant is languishing. He cannot reach the market for lack of transport facilities You have no blessed right to electrify your routes elsewhere

[Shri Mahanty]

Then, Sir, passenger amenities. The other day I saw in Allahabad a prestige station building was under construction. We are happy that in India we have got a city like Allahabad. It is the birth place not only of our Prime Minister, but of three generations of Congress Presidents. It is a new place of pilgrimage in this country, I concede. But, in other parts of India also, poor mortals like us live. Poor mortals like us also expect some dignified treatment from the Railway Ministry. I will not be exaggerating if I say that the Orissa station buildings are mere shanties. They look just like putty cottages that you find in Christmas greeting cards. Even though through Orissa, the South Eastern Railway runs the maximum length of its mileage, we do not find a pie spent by the Ministry in rebuilding stations, even though prestige stations are coming up in Gorakhpur and Allahabad and might be in other places

The last thing I would like to say is—the hon. Minister will excuse me if I may say so—the hypocritical treatment that is being meted out to the weaker units like Orissa. You know throughout India today, all Railway lines have accepted the pattern of divisionalisation and every Railway has its divisional headquarters. But when we wanted a divisional headquarters in Orissa, the hon. Minister said, the Railway had abandoned the idea of divisionalisation, they had now regionalisation. You will find in Chakradharpur and Bilaspur the S. E. Railway have got regional headquarters. The heads of regional headquarters have the powers of the head of the Divisional headquarters and discharge the same functions. Yet to defraud the people, they will say, the Railways have abandoned the scheme of divisionalisation. Regionalisation is the pattern of the day. I would like to ask the hon. Minister to take courage in both hands if he believes in administrative integrity and honesty and to satisfy the House what is the difference between divisionalisation and regionalisation. While you have divisional headquarters for all Railways throughout India, why should you not have divisional headquarters for the South Eastern Railway in Orissa. It is merely because they have got possibly none of their kinsmen to be appointed as the divisional headquarters head.

Some Hon. Members: No.

Shri Mahanty: I am sorry to make that kind of insinuation. But we also feel hurt when we are told that kind of thing. I want to say ..

Shri Shahnawaz Khan: The only consideration is efficiency.

Shri Mahanty: I hope the hon. Deputy Minister will satisfy me with facts and figures how the non-establishment of a divisional headquarter in Kurdah Road has increased efficiency of the Railways. I hope the hon Minister will give facts and figures about the quantum of goods that move *via* Kurdah road, what bottlenecks result and what amount of iron ore and other minerals are carried in that section everyday. I hope the hon. Minister will satisfy not only me, but this House as to how the non-establishment of divisional headquarters in Orissa has increased the efficiency of the Indian Railways.

I have no more time at my disposal I am very grateful to you for the time you have given me I hope the hon Minister will just try to widen the outlook. We should not view this concern in the public sector from the socialistic luxury point of view, but from the commercial point of view as well as from the point of view of the average consumers, in this country. I am sorry to say that in both these aspects the performance has been most distressing in the South Eastern Railway.

Mr. Chairman: The hon. Member from Dhanbad, then the hon. Member

from Mathura and Raja Mahendra Pratap will be followed by the Member from Gorakhpur.

An Hon. Member: What about Delhi?

An Hon. Member: What about Madhya Pradesh?

Mr Chairman: Hon Members would be well advised to catch my eye and not my ears

श्रीमती सहोदरा बाई (सागर रक्षित अनुसूचित जातियां) : सभापति महोदय, महिलाओं को भी कुछ समय रेलवे मिनिस्टरी के ऊपर बोलने के लिये दिया जाय ।

Shri P. C Bose (Dhanbad) The hon Railway Minister, in my opinion, in his speech on the Railway Budget has made an objective review of the financial and other aspects of the Railway administration in the last year It has to be appreciated that he has made a clean breast of both the achievements and shortcomings of the Railways during the outgoing year He has also given us an idea of the various works that are in progress and that will be undertaken during the coming year From the description he has given, it is quite clear that the performance of the Railways in carrying more traffic, both in goods and passengers, which is the primary function of the Railways and which is of utmost importance for the industrial development of our country was quite satisfactory The achievement in the construction of new lines and conversion of metre gauge lines into broad gauge lines and remodelling of station buildings, etc are noteworthy and beneficial to the travelling public

Objection was raised yesterday by one hon Member for enlarging the Allahabad Railway station as a huge waste, but I think almost all railway stations at places of pilgrimage have been improved on public demand In this vast country of ours, a very large number of people visit these places from time to time, from far and near, and it is the duty of the railways to see that these pilgrims are provided with amenities as far as possible Therefore, I consider that the re-modelling and enlarging of these stations was urgently needed for public benefit

I myself would like to put one small demand in this connection I often go to Patna Junction station It is the capital of a State but there is no retiring room there I have found men coming from Delhi, Madras and distant places to Patna having great difficulty for want of a retiring room at the station I think almost all State capital stations have got retiring rooms, and I do not know why Patna Junction should not have a retiring room

Shri Narasimhan (Krishnagiri) What is the Member from Patna doing?

Shri P. C. Bose: As regards the shortcomings and other ills on the railways, special mention may be made of over-crowding in the third class, ticketless travelling, theft and corruption, insecurity and accidents It is a matter for regret that these things are persisting in the same way as before There is no tangible sign of improvement in these matters The hon Minister has himself dealt with them thoroughly and many Members also have spoken about them, and therefore I do not like to recapitulate them I only hope that very strong measures would be taken to eradicate them as early as possible

For the last several years I have been pressing for provision of elementary education to the children of railway employees I am glad that this provision has been made this year and I thank the Railway Minister and the administration for this

The other thing I have been pressing for from time to time is housing accommodation for railway employees I have seen employees working in different stations going far away for

[Shri P C Bose]

their accommodation A distinction has also been made in the railways between essential and non-essential employees in the matter of allotting quarters This is highly objectionable The allotment should be on seniority basis. If they require accommodation for their families, for their night shelter, why should one type of employee get shelter compulsorily and the other not get at all, simply because they are supposed to be essential or non-essential? I do not understand the meaning of this "essential" and "non-essential" Both are equally necessary Maybe that one is employed on the open line, another is in the office, but for that reason the latter does not become non-essential This distinction in the matter of allotment of quarters should be abolished, and quarters should be given on a seniority basis I hope also that more quarters would be built to accommodate all the employees who are working Otherwise this problem will always remain

The question of road transport has been dealt with already In my area, there is a station called Matari on the Eastern Railway At that station we used to see for a long time a large number of cattle from U P and up-country places being transported by the railways, and from there they went to the markets on foot, in the coal field area There are very big coal field markets in Katras etc But nowadays all these cattle are being transported by road, by trucks Road transport has become so popular that these trucks are being sold in the black market People engaged in this road transport business can purchase trucks in the black market paying Rs 5,000 and Rs 6,000 more and can still make a profit, and people, in spite of the expenses, like road transport, and do not go to railway transport This matter should be thoroughly enquired into What is the reason that even cattle are being transported by trucks, not to speak of goods?

Shri C. R. Narasimhan: While men are treated as cattle in the railways, by overcrowding?

Shri P. C. Bose: I have given the instance in my own area. I have no idea of the difference between the railway freight and road transport rates, but this matter should be thoroughly investigated I think the freight is also one of the causes

I have, several times, raised the question of rail-*cum*-road bridges There are some very important places all over India where over-bridges are absolutely necessary In my area there is one place The train starts and the door is closed for five or ten minutes, and on both sides there are cars and trucks waiting for a mile I think similar things are happening all over the country This matter should be discussed with the Planning Commission, and if necessary, with the State Ministers, and some solution must be found for this

I had several other points, but there is no time, and therefore, with these words I only hope that the targets will be achieved by the railways, and I express my appreciation of the working of the railways

Raja Mahendra Pratap (Mathura) To begin with, I congratulate the hon Member in the chair for the quality that he has shown today as a good administrator He called out not names but constituencies in several cases, and he announced the names so that we could go out and come back. Very kind of you, Sir

Then I congratulate the Minister too, because I believe that the railway department is the best managed department of all the departments of the Government, and I believe that in the Railway Department the reservation department is still better managed.

I happen to be the patron of the clerks of the reservation department. They had asked me to bring some of their demands before the Minister I

wrote about them to Shri Shahnawaz Khan, and he promptly replied. This is also very good of the railway department that they immediately pay attention, but I must say that our Minister and our Deputy Ministers are not properly supported by their staff, and it would be better if some jatav is put in a high position in the railway department, and some Pathan is also included. I believe also that the Anglo-Indians should be given special consideration in the management of the railways. Of course, I believe: All to work for all to make all happy. (*Interruptions*) Brahmins can go to the law department and baniyas can go to the finance department, but let this department be managed by Harijans, because they also should have some place. I am not claiming any place for the martial races in the railways; for the martial races, there is only our Army; there, they will have monopoly.

Now, I beg to say that we want a railway line from Brindaban to Aligarh. Our *Braj* wants it definitely and seriously. If there will be a bridge at Brindaban, most of the flood difficulties will disappear there.

We also want a small railway line from Dehra Dun to Rajpur below Mussoorie. If that is built, the passengers going up to Mussoorie will have much more convenient journey. If the budget does not allow it, let us give to the private sector the building of these two railway lines. I believe there is no harm in giving the private companies a chance to build some railway lines. I think there is a certain prejudice which has come into the minds of our high leaders that only with the public sector, they can better manage. But what I say is that in the public sector, only some people monopolise the financial side of these companies and these departments. This should not be so. After all, man is man whether he is working as a government servant or he is working in a company. So, I suggest that the private sector can be given some chance.

I may also say that some people are punished in the railway department, because they have some quarrel with the higher officer. I think it would be better if this matter is looked into in a little more kindly way. One Mr. Rawat, ticket collector was degraded and transferred from Mathura to Jhansi, and one coolie Munna is suffering for about a year and is not being given a chance to work as only a simple coolie at our Mathura junction.

I may also remind the railway department that during the last three years, they have often promised me that they would provide seating arrangements for the first class travellers travelling during nights. It is very difficult sometimes to get into the compartments, because the compartments are locked up, and a first class passenger who is going to a nearby station, two or three stations away, does not find a place to sit. They had promised me, but somehow, that has not yet been fulfilled.

I must say that there is a great improvement in the restaurants. Formerly, I used to see that these bearers used to charge four annas or five annas or eight annas more. Now, they are very correct. I must congratulate the railway department for this great improvement.

I must also mention here that some of our railway clerks, goods clerks and also reservation clerks, have taken an oath that they would not take any bribes in future. It is a very good sign, if it is backed up.

There is a complaint that some ticket collectors are asked to realise so much fine. I think this is absurd.

An Hon. Member: Rs. 500.

Raja Mahendra Pratap: It is absurd that a ticket collector must realise so much fine. I think we should be glad that he realises less, because nowadays there are less number of ticketless passengers.

[Raja Mahendra Pratap]

Sometimes, some of our departments say, well, this does not concern us, this belongs to the other department, or this belongs to that office and so on I think this is not very good. All offices and all departments should closely co-operate for the betterment of all

Then there was the question of the beggars on the railways This is a problem neither of the railways nor of any other department It is the country's problem I think that every beggar should have shelter and should have daily bread, and you can use him for some work too, and he can produce something We must calculate how much time and energy are lost in different pursuits, and then put everyone to work

Now, I must say a word about morality also After all, if a man who is serving somewhere, who is working for the country, and who is living in the country is immoral, then he can do nothing, he will spoil everything So, I propose that my Religion of Love should be introduced all through We should pray every morning and every evening We must see how we spend time, whether we waste time or spend it usefully If we have misused time, then we must, of course, ask God 'Pardon me, Sir', and then use the time rightly I shall not go further into that

I shall not speak long I have got only two or three points more And I shall just point out some defects

An Hon. Member: What about world federation?

Raja Mahendra Pratap: It is a political question Here it was the question of morality which I was discussing

I am told that some instructors are paid only according to the scale Rs 60-150, while other instructors are receiving Rs 300 to Rs 400 I think justice should be done to all. I do not say that the higher-ups should be pulled down, but I say that the lower-downs should be brought up.

In the end, I am very sorry to say that some high officers are still travelling like the nawabs of the old days in big bogies with a big following.

An Hon Member: Like Moghuls.

Raja Mahendra Pratap: What is this? On the one side, we speak of the socialist pattern of society, and on the other, we make the officials live like nawabs I think a better example should be set

Mr. Chairman: Now, I call the hon Member from Gorakhpur Thereafter, I shall call the hon Member from East Khandesh

श्री सिहासन सिंह . सभापति महोदय, इस रेलवे के बजट को देखने के बाद जहा कुछ आशायें बढ़ी वहा साथ ही कुछ निराशा भी हुई । मै माननीय रेलवे मत्री को बधाई दूगा कि उन्होने अपने रेलवे बजट के भाषण में पहले ही पैराग्राफ में सही अवस्था का चित्रण कर दिया है कि वास्तविक प्राप्ति में ४ ६२ करोड रुपये की कमी रही जब कि वास्तविक व्यय ५ ०२ करोड रुपये अधिक हुआ । ५ करोड २ लाख की बढती खर्चे में हुई । आमदनी घटी और खर्चा बढा यह कुछ परिपाटी सी हमारी होती जा रही है । ऐसा क्यो हो रहा है इसको हमें ठडे दिल से विचार करना होगा ।

इस नये जट मे हमने देखा कि ६ करोड कई लाख का अधिक खर्चा दिखाया गया है जो कि पार साल के बजट से ६ करोड कई लाख अधिक खर्च होगे । इसमें दो करोड रुपये का खर्च वैरिएशन आफ आफिसर्स ऐपायन्टमेंट की मद मे दिखलाया गया है । आप इस मद में होने वाले खर्चे का यदि पिछले वर्षों के होने वाले खर्चों से मुकाबला करेंगे तो आप देखेंगे कि इस वैरिएशन आफ आफिसर्स

डेवलपमेंट की मद में उत्तरोत्तर खर्च मे बढ़ती होती गई है । आफिसस बढ़ाने और उनकी तनख्वाह बढ़ाने के खर्चे में हर हाल पिछले साल के मुकाबले बढ़ती हुई है। सन् १९५०, ५१ में हम देख कि कितने व्यक्ति उस समय रेलवे बोर्ड में थे और तब कितना काम होता था और आज जब उनकी तादाद में काफी बढ़होत्री हो गई है तो कितना काम हो रहा है और इसे देखकर हमें दु ख होता है कि रेलवे विभाग मे आदमियो की सख्या तो बराबर बढ़ती गई है लेकिन उस बढ़ती को देखते हुये काम जो बढ़ना चाहिये था, ज्यादा काम होना चाहिये था वह नही बढा है बल्कि घटता ही गया है ।

यह रेलवे बो . की रिपोर्ट मे है कि सन् १९५०, ५१ में जहा रेलवे विभाग के अधिकारियो की सख्या केवल ८९ थी वह सन् १९५४,५५ में बढ कर १३५ हो गई । सन् १९५५, ५६ मे १५५ हो गई और सन् १९५८, ५९ की रिपोर्ट के अनुसार वह सख्या बढ कर २४४ हो गई । प्राग्रेसवली हमारी सख्या बढती गई है। रेलवे बोर्ड के सदस्यो की संख्या भी जहा पहले ५ थी वहा अब ५ तो बोर्ड के मेम्बर्स और ५ ऐडिशनल और हो गये हैं। कहने का तात्पर्य यह है कि रेलवे विभाग मे अधिकारियो की सख्या मे उत्तरोत्तर वृद्धि होती जा रही है । मैं चाहूगा कि रेलवे मंत्री महोदय इस ओर ध्यान दे और यह जो वृद्धि से खर्चे में बढती होती जा रही है उसको कम किया जा सके ।

अभी हमारे माननीय रेलवे मत्री ने जो अन्य व्यवसायियो की उपमा दी और कहा कि उनमे ८ परसेंट, ९ परसेंट और १० परसेंट मुनाफा हुआ है तो मेरा कहना है कि उसके मुकाबले में हमारी रेलवेज का मुनाफा नगण्य है ।

आज जब कि हम इस देश में एक समाजवादी समाज की स्थापना करने जा रहे हैं तो एक दिन ऐसा आयेगा कि सारा व्यवसाय सरकार के हाथ में होगा और आप समझ सकते हैं कि अगर हमारे खर्चे इसी तरह होते रहे और उनमें बढ़ती होती रही और १५ अरब रुपया लगाने के बाद ५ परसेंट मुनाफे पर और घाटे पर अपना कारोबार चलाते रहे तो हम शायद काम नहीं कर सकेंगे । आज बहुत से कंट्रीज में व्यक्तिगत सम्पत्ति नही रह गई है, और सब व्यवसाय वहा की सरकारें चलाती है तो वह रेलवेज का इतना बडा व्यवसाय जिसको कि चलाने का सरकार पर उत्तरदायित्व है, उसमें अधिक मुनाफा और आमदनी होनी चाहिये । लेकिन इस रेलवे बजट में निर्देश है कि हम जनरल बजट से कर्जा लेने जा रहे हैं, बजाय उसमें कुछ देने के हम जनरल बजट से कर्जा लेने जा रहेहै । आज कर्ज लेने की हमारी आग इतनी अधिक बढ चुकी है कि हम बाहर से भीतर से सब जगह से कर्जा लेते चले आ रहेहै । जब उसको देने की नौबत आयेगी तो क्या होगा मै समझ नही सकता । इसलिये मैं चाहता हू कि रेलवे बोर्ड और रेलवे मंत्री महोदय इस ओर ध्यान देवें और आज जो अत्यधिक खर्च हो रहा है उसमे कमी करें और जितना कर्जा हो गया है उसको और बढाने की कोशिश न करें ।

अब मै सदन का ध्यान मत्री महोदय के उस संकेत की ओर दिलाना चाहता हूं जो कि उन्होने राज्य सभा में किया है कि अब लोगो का ध्यान अपने माल को रेलो से भेजने के बजाय ट्रको पर भेजने की ओर अधिक हो रहा है । लोग रोड ट्रासपोर्ट के जरिये अपना माल अब अधिक भेजने लगे है । और इस कारण रेलवे को घाटा हो रहा है । अब इसके लिये थोडी एक धीमी सी धमकी भी दी है कि कोल फ्रेट पर जो रिबेट देते हैं उसको अब विदड्रा कर लेंगे और ऐसा करने से शायद रेलवे की आमदनी मे कुछ इजाफा हो जायेगा लेकिन मेरा ख्याल है कि खाली किराया बढ़ाने से ही आमदनी नही बढ़ेगी बल्कि अधिक सुविधा देने से रेलवेज की आमदनी बढ़ेगी । आज लोग बसेज और ट्रको की तरफ क्यों जा रहे हैं

[श्री सिंहासन सिंह]

ट्रक तो बराबर यह है कि ट्रकों से माल सही सलामत और वक्त पर अपने डेस्टिनेशन पर पहुंच जाता है। मैंने अपने गोरखपुर में देहातों में जाकर देखा और स्टेशन जो कि गोरखपुर से लगा हुआ है वहा के लोगों से पूछा कि तुम लोग अपना माल कैसे भेज मंगाते हो तो उन्होंने मुझे बतलाया कि हम लोग अब रेल से सामान नही मंगाते और बम्बई से जो माल मंगाते है वह ट्रक के द्वारा मगाते है। ट्रकों से हम अपना माल इसलिये मंगाते है कि उसमे क्लेम का कोई सवाल नही उठता, माल रास्ते में चोरी नही जाता और ठीक वक्त पर बम्बई से माल सीधे हमारे घर पर पहुच जाता है। रेल से अगर हम बम्बई से सामान मंगाते तो उसके पहुचने में महीना और डेढ महीने तक का समय लगता है और रास्ते में बहुत सा सामान कट पिट और चोरी भी चला जाता है। उन्होंने मुझे बतलाया कि हमे ट्रक से अपना सामान मगाने मे मुनाफा है।

इसी तरह एक दूसरा देहात है जहा कि लोग अपना सामान बम्बई से रेल से नही मगाते बल्कि नाव से मगाते है। हालाकि ट्रकों से माल मंगाने में भाडा ज्यादा पड़ता है लेकिन तो भी रोड ट्रासपोर्ट की तरफ आज लोगो का ध्यान हो चला है। भाड़ा अधिक हुआ तो क्या हुआ वे कहते है कि हमारा माल तो सही सलामत और जल्दी नियत समय पर पहुच जाता है। जहा ट्रक से बम्बई से उनका सामान एक हफ्ते के अन्दर पहुच जाता है वहा रेल से पहुचने मे महीना डेढ़ महीना लग जाता है। इसलिये मत्री महोदय बजाय धमकी देने के रेलवे की तरफ अपना ध्यान देवे ताकि हमारा माल सही तरीके से बिना कटे पिटे हमे मिल सके और वक्त के अन्दर मिल सके।

पारसाल रेलवे बजट के अवसर पर श्री फीरोज गाधी ने कहा था कि हमारे देश की रेलों की स्पीड बैलगाड़ी की स्पीड से भी कम हो गई है। हमको अपनी स्पीड को बढ़ाना होगा और माल को सही तरीके से उसके डेस्टिनेशन पर पहुंचाना होगा।

अब हम देखते है कि रेलवेज पर करोड़ों रुपये के क्लेम्स किये जा रहे है। कही कहीं देखने में आया है कि ओपेन डिलीवरी की प्रथा होने के कारण कुछ आदमी ऐसे आ गये है जिन्होंने कि गलत तरीके से माल बुक करने का एक व्यवसाय सा कर लिया है, ओपेन डिलीवरी मिलती है और इंस्पैक्टर के मिल कर वह क्लेम करते है। इसकी रोकथाम होनी चाहिये ताकि सही तरीके से माल बुक हो और ओपेन डिलीवरी के जरिये आज जो भ्रष्टाचार फैला हुआ है वह रुक जाय। मेरा सुझाव है कि हम अपने घर को सुधारें, अपनी चीजों को ठीक करें और किराये में कमी करे ताकि लोग रेलों को अपनायें।

अभी मुझ से पूर्व मथुरा के माननीय सदस्य ने नवाबों की बात कही। मैं भी उसके संबंध में कई बार कह चुका हू कि हमारा जो भी पैट्रन हो, सोशलिस्ट पैट्रन हो चाहे कैपटलिस्टिक पैट्रन हो, उसमे यह हालत कि एक तरफ तो रेलगाडी मे खचाखच भीड हो और लोगो को बैठने और खडे होने तक की जगह न मिलती हो और दूसरी तरफ उसमें सैलून लम्बा चौडा चले तो वह देख कर हमको दुख और क्षोभ होता है। इसलिये मैं रेलवे के अधिकारियो से अनुरोध करूंगा कि वे देश की गरीबी को ध्यान में रखते हुये अपने इन सैलूनो को अगर कुछ छोटा कर सकें या फर्स्ट क्लास का एक आध कम्पार्टमेंट लेकर उनमें सफर कर सकें तो ज्यादा अच्छा होगा। आठ पहियो वाला सैलून इतना बड़ा होता है कि उसमें थर्ड क्लास के दो, दो कम्पार्टमेंट्स लग सकते है और काफी आदमी उनमे बैठ सकते है। यहां पर रेलवे बोर्ड के मेम्बर्स मौजूद है। वे इस बात का पता लगाये कि क्या यह वाकया नही है कि गोरखपुर से हर शनिवार की शाम को लखनऊ के लिये दो, दो सैलून लगते है और उधर लखनऊ से

गोरखपुर को लौटते हुये इतवार की शाम को सैलून लगते हैं ? मेरी समझ में नहीं आता कि सैलून लगाने की क्यों आवश्यकता पड़ती है जब कि गाड़ी काफी लम्बी होती है । वे इनक्वायरी करा कर देख सकते हैं कि जो मैं कह रहा हूं दुरुस्त है कि नहीं कि ३२ डाऊन और ३१ अप में यह सैलून लगते हैं कि नहीं। मेरा निवेदन है कि हमारे रेलवे के उच्च अधिकारियों को पिछले जमाने के नवाबों की तरह जनता से अपने को बिलकुल अलग थलग नहीं रखना चाहिये । उनको जनता के साथ मिल कर चलने की कोशिश करनी चाहिये । हमारे भूतपूर्व मंत्री महोदय चाहते थे कि फर्स्ट क्लास के डिब्बों में कमी की जाय । मैं चाहता हूं कि उस दिशा में सोचा जाय और हमारे रेलवे के डिप्टी मिनिस्टर महोदय बैठे हुये हैं, मैं उनसे विशेषत इस ओर ध्यान देने के लिये अपील करूंगा ।

He should at least take it in his mind not to travel in his saloon so that he may set an example to others. I am told that he also travels in a saloon. May I request him that he should at least try to give a lesson to the country and set an example which we professed to do when the British were ruling here?

दूसरी बात मैं आपसे एन० ई० रेलवे के बारे में कहना चाहता हूं । अब कुछ समय से वहां एक जनरल मैनेजर पहुंचा है जिसने काम को काफी ठीक ठाक किया है और रेलें भी समय से चलने लगी हैं । लेकिन एक बात की तरफ मैं आपका ध्यान दिलाना चाहता हूं । थोड़े दिनों में मुकामा घाट का पुल खुल जायेगा जिसके कारण रेलवे की आमदरफ्त बहुत बढ़ जायेगी और मौजूदा लाइन उस को पूरा नहीं कर सकेगी । इसलिये मेरा सुझाव है कि लाइन का डबलिंग होना चाहिये । और अगर आउट आफ दी वें न हो तो मैं प्वाइंट आउट करूं कि आज आप कुछ लाइनों को मीटर गेज से बदल कर ब्राड गेज में कर रहे हैं । तो मैं आपको बतलाना चाहता हूं कि उत्तर प्रदेश का जो पूर्वी क्षेत्र है उसमें हर जगह मीटर गेज है, ब्राड गेज नहीं है । जौनपुर और बनारस में ब्राड गेज है । अगर आप शाहपुर से दोहरी घाट को ब्राड गेज लाइन डालें तो गोरखपुर और देवरिया से यह क्षेत्र सम्बन्धित हो जाये । मैं चाहता हूं कि जहां आसानी से हो सके वहां पर आप मीटर गेज की जगह ब्राड गेज डालने की कोशिश करें । दोहरी घाट से शाहपुर तक एक लाइन है । उसकी जगह अगर आप ब्राड गेज लाइन बिछा दें और इधर छोटी लाइन रहे और उधर बड़ी लाइन हो जायें तो कनेक्शन हो सकता है । मैंने देखा है कि ब्राड गेज हमारी तरफ न होने से बहुत सी चीजें हमारे यहां नहीं आ पाती । इसका कारण यह है कि कई जगह ट्रांशिपमेंट में बड़ी दिक्कत होती है ।

एक बात की तरफ मैं आपका ध्यान और दिलाना चाहता हूं । वह एक बहुत बड़ी इनकाग्रुइटी है रेलवे के फ्रेट के मामले में । इसके बारे में मैं ने मंत्री जी को लिखा भी है । उत्तर प्रदेश में जूट का माल बनाने का एक कारखाना सहजनवा में है और दो कारखाने कानपुर में हैं । लेकिन आप देखें कि बिहार से जो जूट सहजनवा को आता है, जो कि ३०३ मील है, उस पर किराया दो रुपये दो आने के हिसाब से लिया जाता है और जो माल कानपुर को जाता है, जो कि ५७३ मील है, उस पर एक रुपया ६४ नये पैसे के हिसाब से लिया जाता है । यह मेरी समझ में नहीं आता कि जो जगह दूर है उसका किराया कम है और जो जगह करीब है उसका किराया ज्यादा है ।

दूसरी शिकायत यह है कि रेलवे जो बिहार से जूट आता है उसको तीन श्रेणियों

[श्री सिंहासन सिंह]

में बांटता है, फुल प्रेस्ड, हाफ प्रेस्ड और प्रेस्ड लेकिन असल में जो माल आता है वह सब एक ही तरह प्रेस किया हुआ होता है । कानपुर को जो माल जाता है उस पर फुल फुल प्रेस्ड का रेट लिया जाता है और जो माल सहजनवा को जाता है उस पर हाफ प्रेस्ड का रेट लगाया जाता है । ऐसा मालूम होता है कि इसमें कमलार्पान के लिये रियायत की गयी है । मैं कहता हू कि इससे बढ कर अन्याय नही हो सकता कि जो जगह अधिक दूर है उसके लिये किराया कम है और जो जगह पास है उसके लिये किराया ज्यादा है । आपने जो फ्रेट रेट बदला उसमें उनका तो किराया कम हो गया पर पास वालो का बढ गया । तो ऐसा अन्याय नही होना चाहिये । इसीलिये यह कहा जाता है कि जिसकी पहुच होती है वह अपना फ्रेट घटवा लेता है और जिसकी पहुच नही होती उसका बढ जाता है ।

एक बात मै और कहना चाहता हू । आप चारो तरफ नये नये पुल बना रहे है । पहले गोरखपुर मे पुल का कारखाना नही था लेकिन अब बन गया है । इससे हमको उम्मीद हुई कि जो बहुत दिनो से बगहा का पुल टूट पडा है वह बन जायेगा । अगर यह पुल बन जाये तो बिहार और उत्तर प्रदेश का उत्तर पूर्वी हिस्सा मिल सकते है । पहले यहा कई चीनी की मिलें खुल रही थी लेकिन इस पुल के टूट जाने से रुकावट पड गयी । इस तरफ ध्यान भी दिलाया गया लेकिन ध्यान नही दिया गया । बनियो की तरफ ध्यान जाता है, गरीबो की तरफ कम जाता है । जहा पानी पहले से होता है वही वर्षा होती है । तो मै चाहता हूं कि आप इधर ध्यान दें । यह प्रदेश बहुत पिछडा हुआ है और गरीब है । अगर सम्भव हो तो इसी योजना मे इसको शामिल कर लें और अगर ऐसा सम्भव न हो तो अगली योजना मे तो जरूर शामिल किया जाना चाहिये । आपने बहुत सी उजडी हुई चीजों को फिर से बनवाया है फिर कोई वजह नहीं है कि इस पुल को क्यो न बनाया जाये ।

अब मै एक बात लेबर के बारे में और कहना चाहता हू । मिनिस्टर साहब ने कहा कि दो फेडेरेशन्स है और वे एक नही हो पाये । लेकिन मैं उनसे कहना चाहता हू कि वे कभी आपस मे एक नही हो सकते क्योकि लीडरशिप का सवाल है, आपस में लडाई झगडे है । आप इनको एक कर सकते है । इन मे बोगस मेम्बरी बहुत है । मै चाहता हू कि आप एक आम चुनाव करवा दे जैसे कि असेम्बली और पार्लियामेंट के लिये होता है और बैलट द्वारा मत लिये जाये । ऐसा करने से साफ हो जायेगा कि किस तरफ ज्यादा मत है । इस सम्बन्ध में मेरी रेलवे वर्कर्स के बीच में काम करने वालो से भी बात हुई थी । मेरी बात गुरुस्वामी से भी हुई थी । उनको इसमे कोई ऐतराज नही है ।

श्री काशीनाथ पांडे (हाता) : क्या आप उस बोगस मेम्बरशिप द्वारा रेलवे विभाग के जरिये यह चुनाव कराना चाहते है ?

श्री सिंहासन सिंह : मैने यह नही कहा । पर चोर की दाढी में तिनका । मेरा भी कुछ सम्बन्ध रेलवेज मे रहा है । मै जानता हू कि इन फेडेरेशन्स में बोगस मेम्बरशिप है और इसीलिये मैने इस काम को छोडा । लेकिन मै कहता हू कि आम चुनाव करा लें तो मालूम हो जायेगा कि किसके मत ज्यादा है । जो सही होगा वह जीतेगा और जो गलत होगा वह हारेगा । इसमें कौनसी बात है ।

14·45 hrs.

[MR DEPUTY-SPEAKER *in the Chair.*]

Shri Naushir Bharucha (East Khandesh): Mr Deputy-Speaker, before I

come to the Budget, I desire to invite the attention of the House to the desirability of establishing a convention that the Railway Budget should be discussed in this House first before it is discussed in the Rajya Sabha. I think it is rather unfortunate that as a result of Budget discussion synchronising in both Houses considerable interest, even of the Minister, was lost in this House and we felt that the Budget discussions were invested with an air of unreality because of the absence of the Ministers and their attraction to the upper House. The hon. Minister of Parliamentary Affairs has not been alive to the sentiments of the House when he arranged that we should take a second place in the matter of discussion on such an important financial statement as the Railway Budget. I do hope that the Railway Minister will take note of it and that in future the Railway Budget will first be discussed in the Lok Sabha and afterwards in the Rajya Sabha

The outstanding impression of the Railway Budget is one of relief, in a comparative sense, that there has been no increase in fares or freight rates I do not know if I can congratulate the Railway Minister on this point because he has made a virtue of necessity The revenues have been showing diminishing returns and he has learnt the bitter truth perhaps at a belated stage that the law of diminishing returns is a law of inexorable force and that that law does not wait either on the pleasure of the Railway Minister or for the assent of the President The Railway Budget would have been an instrument to help direction of national policy and industrial policy, but perhaps the hon. Minister is more concerned with making both ends meet He has made it an essay on arithmetic and even that essay is not quite good in some parts

Coming to the revenues, one finds a very peculiar position. From 1955-56, that is the first year of our Second Plan, the upper class passenger earnings have remained static at Rs. 13 crores. It means that notwithstanding the expected increase in the four years of the Second Plan both in the upper class as well as in the third class, the income has remained static, in the former case at Rs 13 crores and in the latter case at Rs. 102 crores It is an irony of fate that when we are talking that so much has been done in the course of the three years of the Five Year Plan we find that people have started travelling less and less, particularly when we bear in mind that the fares have been increased That is a very eloquent demonstration of the law of diminishing returns and I certainly reinforce the appeal of the previous speaker that if our revenues had to be expanded, perhaps we may think of lowering the fares rather than screwing them up With regard to goods traffic we find that the receipts have only increased by twenty per cent It should be appreciated that in the three years of the Second Plan there has been remarkable growth—at least it was so claimed—of industrial production and the railways carried not merely the finished product but also the raw material and the industrial waste Therefore, we were expecting that they would be carrying far more tonnage than warranted by the mere increase in production But what do we find? The tonnage has increased in the course of three years by only 13 million tons, a very paltry increase of about four million tons per year I am not in a position straightaway to say what the reasons are for this. Either goods traffic is going to road transport—probably that is largely true—due to failure to utilise the wagons more rationally or due to maladministration; or there is incapacity of handling traffic by the railways. I think it is necessary that a committee should be appointed to investigate the causes why the law of diminishing returns is setting in with such vengeance in the matter of traffic receipts both from passengers and from goods

Coming to the working expenses, one finds with regard to the repairs

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and maintenance, in the first year of the Second Plan, repairs and maintenance comes to about 78 crores That figure had suddenly jumped up to Rs. 86 crores in 1957-58 and then Rs. 90 crores, within the space of two years of the First Plan. When we are investing heavily in railway rolling-stock put on the line—and new rolling-stock requires very little of repairs and maintenance—in spite of that, we find that in the first two years, repairs and maintenance consume Rs. 90 crores. A satisfactory explanation from the hon. Railway Minister is required. Apart from the fact that the quality of repairs and maintenance is extremely poor, apart from that, I am inclined to think that our workshops require rationalization in certain directions I do not know whether it has been possible for the hon Minister to fix up norms for work done in our workshops and particularly I am not sure whether the checks are prescribed for issue of stores Over-indenting is a vice usually with many a big administration and I do not think that the railway administration is any exception to that.

In the matter of economy of consumption of stores, I would like to know from the Railway Minister whether any checks have been prescribed, whether any surprise spot-checks are being carried out, and if they are done, I am sure that the Railway Minister himself will be surprised at the results. There is no doubt that the Rs. 90 crores on repairs and maintenance are largely made up—apart from the fact that there has been an increased cost of maintenance and repairs and the materials used therefor —of figures arising out of leakage in the issue of stores and the so-called consumption of stores I think—I do not know whether it is already there—that a special inspectorate of stores consumption is required in our administration and I would request the hon. Minister to look into that point.

Another point of expenditure, I might say reckless and extravagant expenditure, to which I had invited the attention of the House sometimes in the past, is fuel consumption. It will surprise the House to know that in 1956-57, the first year of our second Plan, coal and fuel consumption amounted to Rs. 27 crores and the very next year it jumped up to Rs. 48 crores. I have still to obtain satisfactory explanation from the hon. Minister as to why it is that in the course of one single year coal and fuel consumption should have jumped up from Rs 27 crores to Rs. 48 crores, an increase of 75 per cent., when we know for a fact that within that period the number of trains running on the lines never increased anywhere by 75 per cent. Is there any explanation? It is true he might say that partly the prices of coal were raised, handling charges were increased, but they do not account for the 75 per cent increase in coal consumption, and an explanation is still called for

As I said a few minutes ago, our receipts from passenger traffic have remained stationary, and the goods traffic receipts have increased only by 20 per cent in the course of the four years On fuel consumption, for next year, you find that the increase has mounted to 100 per cent as compared to the beginning of the first Five Year Plan I would invite an explanation from the hon Minister. What happened to the appointment of a Committee on Fuel Consumption? Has it looked into this question carefully and found out where the leakage is and what steps are to be taken to remedy it? I would also request the hon Minister to look into the economics of coal, diesel and electric power and see whether any economy can be exercised by switching over to diesel engines

Coming to the question of Depreciation Fund, another important question, it is rather surprising that a huge undertaking like the railways bases its depreciation on no principle whatsoever. We do not know whether

the depreciation of Rs 45 croes set aside every year is based on straight line basis or on cost of replacement basis or on the life of assets or only on the whims and fancies of some members of the Railway Board. The quantum of Rs 45 crores was fixed in 1955-56 and since 1955-56 we had invested Rs 1,000 crores as assets, a good part of which must be in rolling-stock, machinery, equipment and assets of fast wearing-out character But notwithstanding the fact that we have invested a huge amount of Rs 1,000 crores as capital, the depreciation set aside since the beginning of the first year of the second Plan continues the same, namely, Rs 45 crores Virtually it means that ever since the commencement of the Second Five Year Plan we have not set aside any depreciation amount whatsoever for post-1955-56 assets That is an obvious conclusion There fore, it appears that the so-called surpluses in the Budget are only illusory If the hon Minister instead of setting aside Rs 45 crores, sets aside only Rs 5 crores he can show Rs 40 crores more profit To my mind it would appear that on a very rough estimate the proper amount of depreciation that should be set aside would be of the order of Rs 80 crores per annum And so long as this is not done there is an air of unreality existing in our entire appreciation of our railway finances I am of the view that we must reconcile ourselves to the fact that our railways are working at a tremendous loss

Coming to the question of capital at charge to which this issue of depreciation is closely connected, I find that since the beginning of the second Plan including the budget year, Rs 910 crores have been invested and yet, if you see it we are told at page 47 of the *Explanatory Memorandum* that the total amount of capital at charge is only Rs 1,472 crores It would mean that in the beginning of the second Plan we had only Rs 562 crores as capital at charge, if you deduct Rs 910 crores from Rs 1,472 crores Of course, the reply will be that all investments do not go to form the capital at charge but even then, making necessary allowances. one does find that nearly Rs 300 crores of assets have been retired as worn out and for which no depreciation has been provided In other words, the railways are living not on the depreciation fund but they are living on their capital How long will this be, one does not know I should like to be enlightened on the matter of calculation of capital at charge.

Coming next to the Development Fund, a wonderful fund which the railways have got, where you expect to find some money for development of Indian railways, I should like to say that it does not contain more amount than the loose small change which I have got in my pocket It does not contain even one naya paisa Not only that It has got a minus balance of Rs 11 crores, and another minus balance of another Rs 11 crores will be added, so that by the end of the budget year, our wonderful Development Fund will be indebted to the general revenues to the extent of Rs 22 crores How can you carry on development from a Fund which is already indebted to the general revenues? What is the charm in maintaining a separate Fund? You might as well close it and finish with it What is the charm in maintaining a Development Fund when you have not got a penny in it and no prospect of putting anything into it?

Coming to the question of the Revenue Reserve Fund Rs 50 crores are there This fund obviously does not seem to have any specific purpose for which it has to be utilized In the past it has been utilized for writing down the difference between the book figures and the current market prices of stores which is certainly not the purpose of a Revenue Reserve Fund, and also for transfer to the Depreciation Fund and the Development Fund which certainly is not the purpose of the Revenue Reserve Fund, and sometimes to meet the revenue deficit which is really the correct purpose of

[Shri Naushir Bharucha]

a Revenue Reserve Fund The Revenue Reserve Fund, to my mind, should be a shock absorber so that in lean times, when due to unforeseen circumstances, the railway receipts become lean, this fund steps in and fills up the deficit and equalizes more or less the rates of freights and passenger fares so as not to make violent disturbances in the calculations of trade, commerce and industry That should be the purpose A limit of Rs 50 crores is something which is desirable But it should be maintained at that level, and not taken further But I think there should be a clarification as to the purpose for which the Revenue Reserve Fund should be utilized

On the question of the railways capacity to carry in the future it will be noticed that at the end of the second Plan the traffic offered would be 162 million tons and the hon Minister says that he will be able to carry traffic to that extent I have no doubt about it but then if you pry a little more into it you will find that at the beginning of the first Five Year Plan we had a traffic of only about 112 million tons That means an addition of 50 million tons only for an investment of Rs 1,125 crores in the course of the second Five Year Plan To my mind it seems to be a poor show Even if we are able to carry 162 million tons at the end of the second Five Year Plan, by the first year or the second year of the third Five Year Plan, the position will be that, on account of our policy of not setting aside the correct depreciation and living on capital, the tonnage offered will be found about 200 million tons and the railways will not have the capacity to carry them In order to avoid that I appeal to the hon Minister to face realities and not just come out with an illusory surplus budget He should come out boldly with a deficit budget and the correct amount of depreciation has to be set aside

15 hrs.

There are one or two problems to which I would like to draw attention before I close my speech Regarding the planning of capital works, electrification has been slowed down for want of adequate power supply I would like to know who is planning your electrification projects Any man in the street would say that before you survey a track for electrification and carry on the work, there should be adequate power supply All that I am able to find is the installation of an 18 megawatt extension for Chola Power station for electrification That is not enough I would like the hon Minister to know that the present trend in power generation is to go in for bigger and bigger stations A 18 megawatt station is not going to remove your difficulties What is the use of your planning piecemeal, neglecting the electrification of most important tracks like Igatpuri to Bhusawal? The hon Minister should consider the question of power production in detail and come out boldly with much bigger projects

Then I would like to have some information regarding the remodelling of the Bhusawal yard which is in my constituency Then, regarding overcrowding in Bombay suburban trains, it might surprise the House that our BEST Committee today carries twice the number of passengers which both the Central and Western Railways carry The two local Railways carry only 8 lakhs of passengers whereas the BEST is actually carrying 1½ million passengers Surely there must be some way of increasing the capacity of the railways to carry more passengers My suggestion to the hon Minister is that he may think very seriously about having tube railway for Bombay city My hon friends may laugh, but I may point out to them that in the BEST Committee, we have considered the project We consulted Japanese consultants and they said it is feasible and the cost will be round about Rs 1 82 crores per mile So, it

is worthwhile considering the question of tube railways for Bombay city, as a measure to relieve the congestion on the local trains

One more point and I have done We are spending Rs 3½ crores on the Railway Protection Force and the net result of it is today the hon Minister tells us that this time we have paid Rs 79 lakhs more by way of compensation for goods lost I think there should be some explanation for that

My time is up I hope I will get some more time at the time of moving the cut motions, when I shall refer to the other points I do not share the urge to offer congratulations to the hon Minister

श्री पहाड़िया (सवाई माधोपुर–रक्षित–अनुसूचित जातिया) उपाध्यक्ष महोदय, इसके पहले कि मैं रेलवे मन्त्रालय को धन्यवाद दू, मै आप को भी धन्यवाद देना चाहता हू कि रेलवे बजट पर बोलने का मौका तो मिला ।

उपाध्यक्ष महोदय आप ने धन्यवाद दिया तो कई दूसरे कसिज भी दे रहे होगे ।

श्री पहाडिया भारतीय स्वतन्त्रता के बाद जन-साधरण के लिये अगर कोई तरक्की की चीज नजर आती है—जो कि प्रत्यक्ष रूप मे देखने में आती है—तो मै समझता हू कि वह रेलवे है । चाहे हमारे विरोधी भाई कितनी ही बाते करे, कितनी ही आलोचना करे, लेकिन उन का मानना पडेगा कि आजादी के बाद रेलवे के हर क्षेत्र मे तरक्की हुई है—गाडियो की स्पीड में, रेलवे लाइन की लम्बाई में और यात्रियो के लिये सुविधाओ में तरक्की हुई है और हर एक यात्री इस बात को जानता है । आज़ादी के बाद रेलो में पखे लगे है, बिजली का अच्छा इन्तज़ाम हुआ है, पीने के पानी का अच्छा इन्तज़ाम हुआ है और खासकर थर्ड क्लास के पैसेंजर्स को बडी एमिनिटीज दी गई हैं, जो कि पहले उपलब्ध नहीं थीं ।

एक माननीय सदस्य शहरो में ।

श्री पहाडिया शहरो मे भी और गावो में भी, हालाकि गावो में बहुत कम है और उन के बारे मे मै बाद में बताऊगा । इस के बावजूद रेलवे में बहुत सी कमिया है, जिन को हमे ध्यान में रखना है । मेरे पूर्ववक्ताओ ने इस सिलसिले मे बहुत सी बाते बताई है कि रेलवे मत्री के कथनानुसार कुछ दिनो से रेलो की आमदनी माल ढोने के सिलसिले में कम हुई है । यह वाजेह बात है । वह कम होनी ही चाहिये थी और उस के कई कारण है इलावा इसके कि कृषि की पैदावार भी कम हुई है । रेलवे मत्री जी मे बताया है कि रेलो की आमदनी कम होने का एक कारण कृषि-उत्पादन मे कमी होना भी है । मै इस को मानता हू, लेकिन उसके अतिरिक्त और बाते भी हैं, जिन का उल्लेख मेरे पूर्ववक्ताओ मे किया है । मै कुछ उदाहरण देकर समझाना चाहता हू ।

मै समझता हू कि रेल के भाडे मे कमी होने का सबसे बडा कारण रेल की सुविधाओ मे कमी होना है । रेल की अपेक्षा सडक परिवहन की सुविधाये ज्यादा है । ट्रक मे माल भर दिया जाता है और जिस दुकान या जिस मडी में उस को ले जाना होता है, वह वहा पर आसानी से पहुच जाता है । लेकिन इस के साथ ही साथ कुछ बहुत जरूरी मडिया और पैदावार के कुछ एसे स्थान हैं, जहा पर कि रेल नही है । इस कारण माल को रेल तक ट्रक से ले जाना पडता है । इस सम्बन्ध में मै एक उदाहरण देना चाहता हू । मेरी कान्स्टीच्युएन्सी में एक शहर करौली है । पुराने रियासती ज़माने

[श्री पहाड़िया]

में वह एक रियासत थी, राजधानी थी। वह एक बहुत बड़ा शहर है, बहुत बड़ा इलाका है। अगर वहां से माल दिल्ली जाना है या खिडली लाना है, जो कि हिन्दुस्तान की एक बडी सरसों की मडी है, तो स्थिति यह है कि करौली से हिन्डौन स्टेशन चौबीस मील की दूरी पर है और उस के बाद खिड़ली मंडी आती है। इस प्रकार अगर माल को रेल से ले जाना है, तो माल को १६० मील की यात्रा करनी पड़ेगी। अगर इन छोटी-छोटी जगहो को, जो कि पैदावार इत्यादि की दृष्टि से बहुत जरूरी स्थान है, रेल के जरिये से जोड दिया जाये, तो आज जो भाडे की कमी महसूस हो रही है, वह कमी कभी नही रहेगी।

रेल की आमदनी में कमी का दूसरा कारण रेलवे मे भ्रष्टाचार का होना भी है, हालाकि आजादी के बाद बहुत कुछ मायनो मे उस मे सुधार हुआ है, लेकिन आप यह सुन कर ताज्जुब करेंगे कि मेरी कान्स्टीच्युएन्सी मे कइ स्थान ऐसे है जहा पर कि ऐसा होता है कि माल भरा पडा है, लेकिन चूंकि माल बाबू का तीन रुपय प्रति बोरी रिश्वत नही दी गई है, इसलिये लदान नही हो पाता है।

श्री ब्रजराज सिंह माननीय सदस्य तो कह रहे थे कि उन्नति हो रही है।

श्री पहाड़िया उन्नति जरूर हो रही है। अब मै कमिया बता रहा हू। ऐसी हालत में जब कि माल के लदान में देरी हो रही है और दूसरी मडी तक माल पहुचते-पहुचते उसके दाम में कमी हो जाती है, तो यह स्वाभाविक है कि व्यापारी ट्रक से माल ले जाता है। इसके अतिरिक्त कई चीजें पेरिशेबल होती हैं—वे बहुत जल्दी नष्ट हो जाती हैं। लदान में देरी होने से वे नष्ट हो जाती हैं और उनकी सारी कीमत मारी जाती है। इस कारण से भी रेल-भाड़े में कमी हो रही है।

माननीय मत्री ने बताया है कि योजना-काल में लगभग १८४८ मील लम्बी लाइन बिछाई जा रही है और उनमें से कुछ पर काम हो रहा है और कुछ पर होना है। लेकिन इसके साथ ही साथ बताया गया है कि इसमें वह ६०० मील लम्बी लाइन भी शामिल है, जो कि बडी-बडी लाइनो को दोहरा करने के लिये बिछाई जायेगी। मै यह अर्ज करना चाहता हू कि हिन्दुस्तान मे एक तरफ तो ट्रासपोर्ट की इतनी कमी है खास कर गावो में और पैदावार के उन इलाको में, जहां कि लाखो करोडो मन अनाज रोजाना चलता है, लेकिन वहा रेल नही बिछाई जाती है और दूसरी तरफ बडे-बडे शहरो में ज्यादा स्पीड की गाडियो, डीलक्स और एक्सप्रेस गाडियो को स्थान देने के लिये डबल लाइन बिछाई जाती है। मै यह नही कहता कि डबल लाइन नही बिछाई जानी चाहिये। जहां जरूरत हो, वहा जरूर बिछाई जायं, लेकिन उसके साथ ही यह भी देखना चाहिये कि हिन्दुस्तान के उन हिस्सो की तरफ भी इस विषय मे तवज्जह दी जाये जो कि बडी आसानी से तरक्की कर सकते है, जहा पैदावार खूब होती है, लेकिन ट्रासपोर्ट के पर्याप्त साधन न होने के कारण जिनको बडी तकलीफ होती है और जो इस कारण पिछडे हुये है। उन स्थानो के लिये नई रेलवे लाइनो का निर्माण होना चाहिये।

माननीय मत्री जी ने कहा कि आजकल बहुत सारे डिब्बे खाली पड़े है और उनमें माल ले जाने के लिये नही है। परसों मुझे

एक तार मिला है, जो कि बयाना से आया है। वह तार रेलवे मंत्री को दिया गया है और उसकी एक कापी मुझे प्राप्त हुई है। उसमें कहा गया है कि हम तीन सौ वैगन हर महीने बयाना भेज सकते है, लेकिन हमको वैगन प्राप्त नहीं होते हैं। मैं समझता हूं कि माननीय मंत्री जी को वह तार मिल गया होगा—मुझे तो उसकी कापी मिल गई है। ऐसे कितने ही स्थान हो सकते है, जहा डिब्बे खडे होंगे, लेकिन लदान नही होता है, क्योकि रेलवे कर्मचारी मुट्ठी गर्म किये बगैर लदान नही करते हैं। मै यह नही कहता कि हर एक जगह ऐसा होता होगा, लेकिन कुछ स्थान ऐसे अवश्य होगे। इस तरफ ध्यान दिया जाना चाहिये।

उपनगरीय रेले भी बनाई जा रही है। जहा भीड-भाड बहुत होती है, वहा उनका बनाना बहुत जरूरी है। लेकिन जैसा कि मैंने अभी अर्ज किया है, हमने इस देश में पैदावार को एक जगह से दूसरी जगह ले जाना है। हम बडे-बडे स्टील प्लाट बना रहे है। उनके माल को देश मे वितरण करना होगा और उसके लिये रेलो की जरूरत होगी। इस स्थिति मे अगर उपनगरीय रेले अगर देर से भी बनाई जायेगी, तो कोई हर्ज नही होगा, क्योंकि शहरो मे एक जगह से दूसरी जगह जाने वाली सवारिया बसो टागो और रिक्शाओ में जा सकती हैं। अगर आप चाहे, तो आप वहा ट्राम्ज भी चला सकते है, लेकिन ग्रामीण क्षेत्रो मे रेल ही चल सकती है। अगर आप सडक बनाते है, तो सारे माल और सवारियो का लदान नही हो सकता है, लेकिन अगर आप रेले बनाते है, तो ट्रको और मोटरो की जगह रेल चल सकती है। इसलिये यह आवश्यक है कि इस बारे में प्राथमिकता ग्रामीण क्षेत्रो और पैदावार के उपजाऊ क्षेत्रो को दी जाये।

रेल की भीड़ के बारे में बहुत कुछ कहा गया है। प्रश्न है कि रेलों में भीड़ क्यों होती है। उसका एक कारण सवारी-गाडियो का कम होना तो है ही, लेकिन इसके साथ ही साथ कुछ और भी बातें है और उन में से सबसे पहली बात यह है कि लम्बे सफर की गाडियां सभी स्टेशनों पर नही ठहरती है। उनके टाइमिंग ऐसे होते है कि सवारियों को उनमें बैठने का मौका नही मिलता है। जहा ज्यादा भीड़ होती है, वहा से गाडिया रात को पास होती है। वहा पर चौबीस घटा बैठना पड़ता है और दूसरी गाड़ी नही जाती है। मै यह अर्ज करना चाहता हू कि टाइमिग ऐसे होने चाहिये कि ज्यादा से ज्यादा सवारिया बैठ सकें। लम्बे सफर की सवारियो को सुविधा देने के लिये फर्स्ट क्लास के डिब्बे लगाने की व्यवस्था की गई है। अगर आप कालका मेल और डीलक्स गाडी, फ्रंटियर मेल को देखे, तो थर्ड क्लास का एक ही डिब्बा मिलेगा और मुश्किल से ही दूसरा डिब्बा मिलेगा। थर्ड क्लास की जितनी सवारिया होती है, वे पैसेंजर ट्रेन मे जाती है। डीलक्स गाडियो मे बैठने वाले भी पैसेजर ट्रेन में बैठते है, क्योकि डीलक्स गाडिया कम से कम सौ मील की दूरी पर ठहरती हैं और महत्वपूर्ण स्थानो पर नही ठहरती हैं। मिसाल के तौर पर अगर हमे दिल्ली से कोटा जाना है, तो बीच मे गाडी मथुरा और गगापुर ठहरेगी और फिर जा कर कोटा मे ही ठहरेगी। बीच मे कितना बडा इलाका है, कितना घना बसा हुआ इलाका है, लेकिन वहा गाड़ी नही ठहरती है। डिस्ट्रिक्ट हैडक्वार्टर को भी छोड जाती है और जो स्थान छोटी और बडी लाइनों को मिलाते है, उनको भी छोड जाती है। दिल्ली भारत की राजधानी है और जयपुर राजस्थान की राजधानी है। बीच में भरतपुर और सवाई माधोपुर डिस्ट्रिक्ट हैडक्वार्टर हैं, लेकिन डीलक्स गाड़िया वहा नही जाती है। इसका कारण यह है कि रेलवे प्रशासन डिस्टैंस का ख्याल रखता है, वह यात्रियो की सुविधा का ख्याल नही रखता है और न ही इस बात का ख्याल रखता है कि जिस जगह गाड़ियां ठहरने से ज्यादा

[श्री पहाड़िया]

सवारियां मिल सकती है और ज्यादा लाभ हो सकता है । मै नही कहता कि डीलक्स गाडिया और फ्रंटियर मेल भी पैसेंजर ट्रेन की तरह चले, लेकिन यह तो देखना चाहिये कि हैडक्वार्टरो, राजधानियो को मिलाने वाले जकशनो और छोटी और बडी लाइनो को मिलाने वाले स्थानो पर तो उनको ठहरना चाहिये । अगर इन गाडियो के ठहरने के स्थान ठीक बनाये गये और एक्सप्रेस और फ्रंटियर मेल वगैरह मे थर्ड क्लास के डिब्बे ज्यादा लगाये गये तो फिर पैसेंजर ट्रेन मे भीड बहुत कम हो जायेगी । इसका खास ख्याल रखना चाहिये ।

भीड का एक कारण ब्राच लाइनो का छोटा होना भी है । मथुरा से बयाना एक गाडी जाती है । वह गाडी पहले मथुरा से नागदा जाया करती थी और इस कारण हम लोग उसको नागदा-मथुरा रेलवे कहा करते थे । एक गाडी आगरा से बयाना जाती है, जो कि दो घटे का रन होता है । अगर उसको कोटा तक एक्सटेंड कर दिया जाये, तो उतने ही समय मे, उतने ही खर्च और उतने ही रेलवे के स्टाफ से ज्यादा सवारियो को सुविधा मिल जायेगी और ज्यादा इलाका कवर हो जायेगा । जो गाडी मथुरा से बयाना तक जाती है, अगर उसको नागदा तक कर दिया जाय, तो बहुत से यात्रियो को सुविधा हो जायेगी । मेरा तात्पर्य यह है कि छोटे-छोटे स्थानो पर ब्राच लाइने चलती हैं । वहा पर लाइन बिछी हुई है, स्टाफ है और खर्चा करना पडता है । उनको अगर एक्सटेंड कर दिया जाये तो मै समझता हू कि यह भीड बहुत कम हो जायेगी ।

इसी तरह से बिना टिकट यात्रा करने वालो के बारे मे कुछ कहना चाहता हू । इसके बारे मे यहा पर बहुत कुछ कहा जा चुका है । बिना टिकट यात्रा इसलिये होती है कि भीड़ ज्यादा होती है । लेकिन कई बार यह भी देखने में आता है कि स्टेशन पर हम लोग पहुच तो जाते हैं लेकिन जिस तरह से बोलने का अवसर पाने के लिये यहा पर इतिजार करना पडता है उसी तरह से टिकट लेने के लिये भी २–३ घंटे इतिजार करना पडता है । कहा तो यह जाता है कि तीस मिनट पहले टिकट मिलना शुरू कर दिया जाता है लेकिन देखने मे आता है कि १५ मिनट पहले भी टिकट देने शुरू नही किये जाते हैं—

उपाध्यक्ष महोदय यहा आखिर में अवसर मिल तो जाता है लेकिन वहा कभी मिलती भी नही है ।

श्री पहाड़िया आपकी महरबानी से यहा अवसर मिल जाता है । रेलवे के जो बाबू होते है वे बहुत देर से टिकट देना शुरू करते है । ह भी देखा गया है कि जो छोटे-छोटे स्टेशन होते हैं वहा पर गाडी मुश्किल से दो मिनट या तीन मिनट के लिये ही रुकती है और अगर लोगो को समय पर टिकट न दिया जाये तो उनके लिये गाडी में सवार होना मुश्किल हो जाता है । इस वास्ते रेलवे विभाग को टिकट बाटने वालो को इस बात की इस्ट्रक्शन देनी चाहिये कि वे आध घटा पहले या जो समय नियत है उस समय पर निश्चित रूप से टिकट बाटना शुरू कर दे । साथ ही साथ अगर भीड अधिक हो तो जो दूसरे क्लर्क होते है और जो गप्पे मारते रहते है, उनसे भी कहा जा सकता है कि वे टिकट बाबू की मदद करे ।

मे खास तौर पर जब से नये पैसे चले है और उनकी वजह से जो असुविधा हुई है और जो हो रही है उसकी ओर माननीय मत्री महोदय का ध्यान दिलाना चाहता हू । तब से लगातार इस प्रकार की शिकायतें आ रही हैं कि बाबू अधिक पैसे ले लेते हैं । टिकट पर लिखा कुछ होता है और खर्च

कुछ और ही कर लेते है। अगर कोई झगड़ा करता है तो उसको कह दिया जाता है कि तुम्हें पता नहीं है, इतने नये पैसों के इतने पुराने पैसे होते हैं। इस वास्ते मैं कहना चाहता हूं कि इस ओर भी आपका ध्यान जाना चाहिये। पुराने टिकट रख लिये जाते है और उनके बाद में ज्यादा पैसे चार्ज किये जाते हैं।

आपने बहुत सारी सवारी गाड़िया चलाई हैं, जनता एक्सप्रेस ट्रेंस चलाई हैं। मैने एक बार शिकायत लिखी कि जनता एक्सप्रेस ट्रेन में वाटर और लाइट नहीं है और इसको देख लिया जाये। मैने इस कम्पलेंट को जनरल मैनेजर के पास भेजा। मै यह बात आपको मिसाल के तौर पर बता रहा हू। इसके जवाब में मुझे यह आया कि जनता की कोई शिकायत नही है। उपाध्यक्ष महोदय, मै पूछना चाहता हूं कि जनता की तो कोई शिकायत नही है लेकिन हम जो शिकायत करते है, उसको सुना नहीं जाना है, इसका क्या कारण है। मै तो कम से कम इस चीज को समझ नही पाया हूं। क्या हम सरकारी आदमी है या गैर-सरकारी आदमी, इसका कुछ पता नही है। जनता की शिकायतो पर नही तो हमारी शिकायतो पर तो ध्यान दिया जाना चाहिये। यदि मत्री महोदय चाहे तो मैं उनको डिब्बे का नम्बर भी दे मकता हूं। जनता जिन गाडियो पर बैठ कर सफर करती है उसकी तरफ से भी जो शिकायत आये, उस पर पूरा ध्यान दिया जाना चाहिये।

विद्यार्थीवर्ग से भी मेरे पास बराबर शिकायतें आती है। आज से दो साल पहले मै भी एक विद्यार्थी था। मै जानता हू कि विद्यार्थियों की क्या मुश्किलात होती है कंशेशन लेने में। पहले तो डी० टी० एस० आफिस के उनको चक्कर काटने पड़ते है और अगर उस दफ्तर की मेहरबानी हो जाये पास भी मिल जाये तो इसको लेने के लिये उनको इतनी परेशानी का सामना करना पड़ता है, इतनी गैरहाजरियां स्कूलों में लगती हैं, इतना उनकी पढ़ाई का हर्जा होता है कि कुछ कहना ही नहीं। मै चाहता हूं कि ऐसा इंतिजाम किया जाये जिससे उनको कंसेशन जल्दी से जल्दी मिल जाया करे और ज्यादा देर न लगे।

मै आपको यह भी बताना चाहता हूं कि इन पासिस पर यह लिखा रहता है "अवेलेबल बाई एनी एक्सप्रेस आर पैसेंजर ट्रेन" लेकिन जब वे विद्यार्थी एक्सप्रेस ट्रेन में जाना चाहते है तो उनको कह दिया जाता है कि आप के लिये यह गाडी नही है, आप केवल पैसेंजर ट्रेन से ही जा सकते है। मैं जानना चाहता हूं कि जब टिकट पर यह लिखा रहता है कि वे एक्सप्रेस ट्रेन से जा सकते है तो उनको ऐसा करने की इजाजत क्यो नही दी जाती है। या तो यह चीज टिकट पर लिखी नहीं होनी चाहिये और अगर टिकट पर लिखी रहती है तो उनको क्यो रोका जाता है यह मेरी समझ मे नही आया। मै आपको जहा पर इस तरह की घटनायें हुई है तथा जिन तारीखों को वे घटी है वह सब कुछ बता सकता हू। मै चाहता हू कि इस ओर भी ध्यान दिया जाये।

अब मै किसान स्पेशल ट्रेंस जो कि आपकी तरफ से चलाई जाती है उनके बारे में थोडा सा कहना चाहता हूं। उनका समय वह रखा जाता है जब कि फसलों का समय होता है। फसलो के समय पर किसान लोग कैसे जा सकते है। इस वास्ते स्पेशल ट्रेंस उस समय ही रखनी चाहिये जब कि फसल का समय न हो और जो समय उनको सूट करता हो।

श्री शाहनवाज खां : ऐसा ही अब किया जाता है।

श्री पहाड़िया : अब मै ठेकेदारी प्रथा बारे में कुछ कहना चाहता हू। बहुत

[श्री पहाड़िया]

की चीजों के लिये जैसे कोयले का वेस्ट है, आपकी तरफ से ठेके दिये जाते हैं। उनके बारे में बड़ी शिकायतें आती हैं जिनका दूर किया जाना बहुत आवश्यक है। अब तो भोजनालय भी आपकी तरफ से चलाये जाने लग गये हैं। लेकिन वहा पर सर्विस अच्छी नहीं है। खाना अच्छा नहीं दिया जाता है। रोटी अच्छी होती है तो सब्जी अच्छी नही होती और सब्जी अच्छी होती है तो रोटी अच्छी नही होती। रोटी अच्छी सिकी होती है तो सब्जी मे नमक नही होता और सब्जी में नमक होता है तो रोटी अच्छी नही होती है। सर्विस की थर्ड क्लास मे कोई व्यवस्था नही की जाती है। फर्स्ट और सैकिंड क्लास मे तो चाय इत्यादि पहुचा दी जाती है लेकिन थर्ड क्लास मे नही और बहाना लगा दिया जाता है कि आर्डर्ज ज्यादा हैं। अभी हम लोग हैदराबाद गये थे। पालियामेंट के एक मेम्बर को ब्लड प्रेशर हो गया, वह बीमार थे। दो स्टेशन पहले ही हमने कह दिया कि डाक्टर मिल जाना चाहिये लेकिन हैदराबाद तो पहुच गये हम लोग, डाक्टर नही मिला। चाय वाले को कहा कि वह बीमार आदमी है, आ नही सकता है, इसको मेहरबानी करके यहीं चाय ला दी जाये लेकिन वह भी चाय नही लाया। इस तरह की चीजो की तरफ भी रेलवे मंत्रालय का ध्यान जाना आवश्यक है।

अब मै एक दो बाते अपनी कास्टिट्यूएंसी के बारे में कहना चाहता हू —

उपाध्यक्ष महोदय : आपने अपनी कन्स्टिट्युएंसी का वक्त भी वही रखा है जो कि आपके पास न हो।

श्री पहाड़िया : मै एक दो मिनट मे खत्म किये देता हू। चाहे रेलवे मंत्री का ध्यान उस तरफ तो नही गया लेकिन मै माननीय मंत्री महोदय का धन्यवाद करना चाहता हू कि कम से कम उनका ध्यान तो उस तरफ गया है वह मेरी कंस्टिट्यूएंसी में पधारे हैं और सारी हालत को उन्होंने देखा है। वह एक डिस्ट्रिक्ट हैडक्वार्टर है और इतना होने पर भी वहा रेल नहीं है। वहां पर पैदावार भी बहुत होती है। वहां पर दो इलाके हैं, एक में तो माननीय लाल बहादुर शास्त्री जी गये थे और दूसरे में माननीय जगजीवन राम जी पधारे हैं। लेकिन अफसोस के साथ मुझे यह कहना पडता है कि अभी तक सर्वे होने की बात भी नजर नही आती है। वह न केवल डिस्ट्रिक्ट हैडक्वार्टर है बल्कि पैदावार भी वहा बहुत होती है। सवारियां भी वहा बहुत बड़ी तादाद मे निकलती हैं। माल ढोने के लिये भी वहा बहुत होता है। लेकिन वहा इन सबकी कोई व्यवस्था नही है। टौंक और करौली मे बहुत ज्यादा फर्क नही है। बहुत थोडा सा २०-२५ मील का वह टुकडा बनेगा और ज्यादा खर्च भी नही आयेगा और सहूलियते भी बहुत हो जायेगी। टौंक को किसी भी रेलवे लाइन से जोड दिया जाये तो काफी इससे सहूलियत हो सकती है। धौलपुर आगरा से हो कर १६० मील तय करना पडता है।

साथ ही साथ मै यह भी कहना चाहता हू कि करौली से हिंडन को जोडा जा सकता है या सरमथुरा से करौली के लिये लाइन बनाई जा सकती है। कोसी कला से भरतपुर का भी सर्वे हुआ है और मै समझता हू कि ठीक ही हुआ है। डीग से नगर नदवई या खेडली स्टेशन होते हुये भीमावर से हिंडौन हो कर खेडली को जोडा जा सकता है। करौली से सरमथुरा रेलवे लाइन बना दे तो चम्बल के खादर मे जो आजकल डाकुओं का प्रकोप है, वह खत्म हो जायेगा। इससे मध्य प्रदेश और राजस्थान के बीच यातायात के साधन उपलब्ध हो सकते है। आजकल धौलपुर से राजस्थान की राजधानी जयपुर पहुंचने के लिये १६० मील का सफर तय करना पड़ता है। वह कट कर २५ मील का रह

सकता है और वह तभी हो सकता है जब आप मेरे सुझाव पर विचार करें।

टोंक और सवाई माधोपुर बहुत महत्वपूर्ण स्टेशन हैं। यहीं पर हमारे दोनों रेलवे मंत्री पधारे थे। इनके बारे में भी कुछ कार्रवाई होनी चाहिये तृतीय योजना में ही सही। आप कई स्थानों का सर्वे करवा रहे हैं और इसका सर्वे तो आप कम से कम करवा ही सकते हैं और साथ ही साथ इसको तृतीय योजना काल में शुरू कर ही सकते हैं। आपने कोसी कलां से भरतपुर तक का सर्वे कराया है और यह भी अच्छी बात है।

मैं चाहता हूं कि आप चाहें तो डीग से होकर कोसी कला तक डीग मेवात को जोड सकते हैं। मेवात मे सरसों बहुत बढिया किस्म की होती है और तेल, तिलहन भी काफी पैदा होता है। इनका भी जोडा जाना आवश्यक है।

पंडित द्वा० ना० तिवारी (केसरिया): उपाध्यक्ष महोदय, मुझे अफसोस के साथ कहना पडता है कि इस हाउस में जो क्रिटिसिज्म हुआ है उसमे बहुत सी गलत धारणायें फैली हुई दिखाई देती है। अभी जब माननीय भरूचा साहब बोल रहे थे तो उन्होने कोयले की खपत जो उनके विचार मे बहुत ज्यादा है का जिक्र किया। उन्होने यह भी कहा कि जो कमेटी बिठाई गई थी उसका क्या हुआ और क्या नही हुआ। मैं समझता हूं कि यदि वह रेलवे मंत्री की स्पीच को पढते तो उनको मालूम हो जाता कि पोजिशन क्या है। अपनी स्पीच में रेलवे मंत्री महोदय ने कहा है

"In my Budget Speech last year, I had referred to the setting up of an Expert Committee on Coal. This Committee submitted their report in August last. They have analysed the effect of rising cost and freight on the Railway Fuel Bill and found that in the recent past, the consumption trend generally has been favourable."

अगर इस को पढते तो शायद वह क्रिटिसिज्म न होता। रेलवे में कुछ खामियां है, लेकिन जो इम्प्रूवमेंट्स हुए हैं उन को स्वीकार न करना ठीक नहीं होता है। हम लोगो का क्रिटिसिज्म ऐसा होना चाहिये जो बेलेन्स्ड हो। जहां पर गलती हो वहां पर गलत कहें और जहा तारीफ की बात हो वह तारीफ भी करें। मैं इस अवसर पर रेलवे मिनिस्ट्री को और खास कर अपने रेलवे मिनिस्टर साहब को बधाई देना चाहता हूं कि उन्होने बहुत से इम्प्रूवमेंट इस रेलवेज में किये हैं।

कुछ ऐसे खर्चे रेलवे मे है जिन को हटा देने से रेलवे की बचत भी होगी और उन रुपयो को दूसरे कामो में लगाया जा सकता है। उदाहरण के लिये नैरो गेज लाइन्स इससे मे किसी को फायदा नही है। वह रेलवे पर एक तरह से भार है उसकी गाडी बैलगाडी जैसी धीमी चाल से चलती है। मुसाफिर उस पर चढना नही चाहते हैं. वे उस पर माल भी नही भेजना चाहते है। ट्रक्स या दूसरी सवारियो से वे उस को भेजते हैं। इसलिये इन लाइनो का रखने से कोई फायदा नही। उस पर जो खर्च होता है वह बेकार जाता है। इस से न तो पब्लिक का ही फायदा होता है और न रेलवे ऐडमिनिस्ट्रेशन को ही। पहाडी इलाको को छोड कर क्योंकि वहा पर बडी लाइन बनाने के लिये जगह नही है, अगर दूसरी छोटी लाइनो को खत्म कर दिया जाये तो कोई हर्ज नही है। उस के बदले दूसरे ट्रासपोर्ट को डेवेलप किया जाये तो अधिक फायदा होगा और रेलवे की बचत भी होगी।

मैं इस बात की तरफ आप का ध्यान दिलाना चाहता हूं कि रेलवे के पैसेन्जरों की संख्या बढती जाती है। लेकिन जहां तक अमेनिटीज का सवाल है, वह ज्यों की त्यों हैं। बल्कि इस साल तो वह कम हो ही गई हैं। आप देखेंगे कि सन् १९५६-५७ में उन पर ३ करोड २४ लाख रुपये खर्च हुआ, सन्

[पंडित द्वा० ना० तिवारी]

१९५७—५८ में ३ करोड ९१ लाख रुपया खर्च हुआ, लेकिन इस साल वह १ करोड रुपया कर दिया गया है। हम अपने पिछले एक्सपीरिएन्सेज से भी फायदा नही उठाते हैं। पैसेन्जरो की सख्या बढ़ती जाती है लेकिन जहा तक अमेनिटीज पर खर्च करने का सवाल है, वह कम होता जाता है। अगर आप अमेनिटीज पर कैपिटा खर्च का हिसाब लगा कर देखेंगे तो पता चलेगा कि अब तक जो भी खर्च होता रहा है पैसेन्जर्स अमेनिटीज में वह कम हो रहा है। मैं चाहूंगा कि इस रुपये को और अधिक बढ़ाया जाये। बहुत सी ऐसी चीजें हैं जिन को करना चाहिये। बे-साइड स्टेशन्स पर बरसात के दिनो में या धूप के दिनो में जो मुसाफिर आते हैं और टिकट खरीदने के लिये क्यू में खडे होते हैं उन को बडी तकलीफ होती है। वहा पर वेटिंग रूम्स अगर नही बन सकते हैं तो कम से कम टिन के शेड तो डाले जा सकते है जिस में टिकट खरीदते वक्त यात्री पानी से भीगें नही और धूप में तडफडायें नही। इस पर बहुत अधिक खर्च नही होगा। एक स्टेशन पर १०० या २०० रुपये में काम चल सकता है। इस की तरफ ध्यान जाना चाहिये। इसी तरह से जो दूसरी अमेनिटीज कम खर्च में दी जा सकती है उन को हमें करना चाहिये।

मिनिस्टर साहब ने कहा कि हर साल स्लेक सीजन मे गाडिया पडी रहती थी और उन का लोडिंग नही होता था। लेकिन इस साल तो सारा साल ही स्लेक सीजन रहा। खासकर नार्थ वेस्टर्न रेलवे में तो मै समझता हू कि हालत इस से भी अधिक खराब हुई। हालांकि वहा पर अनाज नही पैदा होने के कारण ३५ हजार टन अनाज बाहर से भेजा गया, तो भी वहा पर वैगन्स पडे रहे। हम को देखना होगा कि वैगन्स का कहा अधिक इस्तैमाल हो सकता है। जहा भी वे काम आ सकें वहा पर इन जगहो से हटा कर उन को भेजा जाये।

इसी तरह से आप पैसेन्जर्स गाड़ियों को देखिये। लोग कहते हैं कि रेलों में ओवर-क्राउडिंग है। मैं ने देखा है कि गलत समय रखने की वजह से बहुत सी गाडियां जो चलती हैं उन में पैसेन्जर्स नही होते और पता यह चलता है कि उन में ओवरक्राउडिंग नहीं है, लेकिन कुछ ट्रेनो में बहुत ज्यादा पेसैन्जर्स होते है और ओवरक्राउडिंग हो जाती है। आज जो गाडिया चलती हैं उनका ठीक से एडजस्टमेंट होना चाहिये। मैं मानता हू कि आज हमारे पास गाडिया बहुत नही और इस तरह से ओवरक्राउडिंग होती है लेकिन उनके ठीक ऐडजस्टमेन्ट से यह तकलीफ दूर की जा सकती है और लोगों को सुविधा पहुंचाई जा सकती है।

जहा तक रेलवे ऐक्सिडेंटस का सवाल है मने देखा है कि पाच सीरियस ऐक्सिडेंट्स हुए हैं, उनमें से ३ ह्यूमन फेल्योर की वजह से हुई। रिपोर्ट में लिखा यह हुआ है। एक सैबाटेज की वजह से हुआ और एक की रिपोर्ट अभी नही आई है। जो ऐक्सिडेंट्स ह्यूमन के फेल्यार की वजह से हुए यानी मुलाजिमो की गलती से, उन की सख्या अधिक है। अधिक क्या, ७५ परसेन्ट हैं। इस की तरफ ध्यान दिया जाना चाहिये कि हम में कहा पर कमी है। जिस की वजह से यह ऐक्सिडेंट्स हुए। मिनिस्टर साहब ने यह जरूर कहा कि लाइनो पर भीड बहुत हो गई है, यातायात बढ़ गया है और इस लिये ऐसा हुआ। लेकिन यह कोई एक्सप्लनेशन नही है। आप अपने कर्मचारियो को रखते है, उन को ८ घटे की ड्यूटी रखते है। उन को ८ घटे तक सतर्क हो कर काम करना चाहिये। उस की वजह से फेल्योर हो और ऐक्सिडेंट्स हो यह ठीक नही है।

मैं देखता हू कि जो इम्प्रूवमेंट्स रेलवे में हुए हैं वह ब्रॉड गेज में ही हुए हैं लेकिन मीटर

गेज में कोई भी इम्प्रूवमेंट नहीं हुआ है। किसी भी दिशा में आप चले जाइये, कहीं कोई इम्प्रूवमेंट नहीं है। यदि देखा जाये तो रेलवे के ख्याल से भी लोकोमोटिव्ज के यूटिलाइजेशन में और वेगन्स के मूवमेंट में भी कुछ इम्प्रूवमेंट नहीं हुआ है। यहां पर पेज ३३ में (इंडियन रेलवेज के) दिया हुआ है :

"The engine miles per day per engine in use increased as compared with the previous year by 0·91 per cent. on the Broad gauge whereas on the Metre gauge the figure remained at the same level.

Engine miles per day per engine on line (i.e., inclusive of the time occupied under repairs etc.) registered a slight improvement on the Broad gauge from 83 miles in 1956-57 to 84 miles in 1957-58. On the Metre gauge, the figure, however, deteriorated from 76 miles to 74 during the year."

आप यह भी देखेंगे कि पैसेन्जर इन यूज में भी मीटर गेज में माइलेज बराबर कम रहा। सन् १९५६–५७ में वह १२६ था और १९५७–५८ में वह १२८ हो गया। मिक्स्ड एंजिन इन यूज में माइलेज सन् १९५६–५७ में ९७ था और सन् १९५७–५८ में वह ९३ हो गया। गुड्स एंजिन इन यूज का माइलेज सन् १९५५–५६ में ८५ था, सन् १९५६–५७ में वह ८२ हो गया और सन् १९५७–५८ में भी ८२ रहा। एंजिन इन यूज (आल सर्विसेज) में माइलेज सन् १९५५–५६ में १०३ था जो कि सन् १९५६–५७ में १०२ रह गया और सन् १९५७–५८ में भी १०२ रहा।

"On the Metre gauge the percentage decreased from 15·9 in 1956-57 to 15·7 in 1957-58."

जिस ओर भी आप दृष्टि ले जाइये, आप देखेंगे कि हर जगह वैगन्स में इम्प्रूवमेंट हुआ लेकिन मीटर गेज में कोई इम्प्रूवमेंट नहीं हो रहा है। कारण इस को देखन वाला कोई नहीं है, इस को पूछने वाला कोई नहीं है कि वहां के लोगों को क्या दिक्कत है या उस का क्या कारण है। बड़े-बड़े शहर, जैसे कलकत्ता, पटना, इलाहाबाद, कानपुर, दिल्ली यह सब ब्राड गेज पर हैं। मीटर गज पर गोरखपुर, छपरा, सोनपुर, बलिया या जो दूसर छोटे-छोटे स्टेशन हैं जहां के लोग कम प्रभावशाली और स्मरितशाली है। उनकी ओर कोई ध्यान नही दिया जाता। रेलवे में यह डिस्क्रिमिनेशन नही होना चाहिये क्योंकि इस से लोगों को बहुत हताश होना पड़ता है। मैं मानता हूं कि जैसा कि हमारे मित्र श्री सिहासन सिंह ने कहा है कि जो नये जेनरल मैनेजर हैं वह इस हालत को ठीक करना चाहते हैं, लेकिन नार्थ ईस्टर्न रेलवे में उन को अधिक सफलता नहीं मिली है।

एक ट्रेन जनता है जो कि कभी भी दो या तीन घंटे से कम लेट नहीं आती है। इस की क्या वजह है, मैं नही समझ पाता हूं। जहां तक गाड़ियों में सुविधाओं का सवाल है आप मुजफ्फरपुर और नहर कटिया लाइन पर देखने जाइये, न तो बिजली की रोशनी है और न पंखे है, न ही कोई पानी का इन्तजाम है। कोई भी इन्तजाम ठीक नही है।

एक माननीय सदस्य : जाडे में पंखे का क्या होगा ?

पंडित द्वा० ना० तिवारी : जाड़े में नहीं भाई, गर्मी में। यह सत्य है कि उस तरफ आने जाने में बड़ी तकलीफ होती है। पटना से उत्तर की तरफ जाइये तो पता चल जायेगा। २०, २५ मील का फासला तय करने में पांच या छः घंटे लग जाते है।

मैं ने पार साल भी कहा था कि थाउजेन्ड्स आफ मैन आवर्स का प्रतिदिन नुकसान होता है। एक फैक्ट्री में स्ट्राइक होता है। दो तीन दिन तक स्ट्राइक चला। इस के वास्ते दूसरी तरफ के लोग हल्ला मचाते हैं।

Shri T. B. Vittal Rao: We are prepared to join him in this appeal.

श्री बलराज सिंह : हम लोग इस पर भी हल्ला करते हैं, लेकिन कोई हमारी सुनता नहीं है ।

पंडित द्वा० ना० तिवारी यहा बाउजेन्डस आफ मैन आवर्स का रोज लौस होता है इस की तरफ कोई ध्यान नही दिया जाता । मैं कहूगा कि इस का कोई इन्त-जाम होना चाहिये आप की तरफ से ।

उपाध्यक्ष महोदय आप सरकार से कह रहे है या दूसरो से कह रहे है ?

पंडित द्वा० ना० तिवारी मै आप से कह रहा हू । और आप की मारफत सरकार से कह रहा हू । नार्थ ईस्टर्न रेलवे की तरफ, मीटर गेज की तरफ, खास कर नार्थ ईस्टर्न रेलवे की तरफ मिनिस्टर साहब का ध्यान जाना चाहिये ताकि वहा अधिक से अधिक सुधार हो ।

श्री जगजीवन राम सुधार हो रहा है ।

पडित द्वा० ना० तिवारी बहुत धीमी चाल से सुधार हो रहा है और जिनका कि अभी कोई असर नही मालूम पड रहा है । टेस्ट आफ दी पुडिंग इज इन इट्सईटिंग । अगर हम लोगो को रेलगाडियो में अधिक सुविधा मिले तो हम समझे कि वाकई सुधार हुआ है । मैने आपकी किताब से पढ कर बताया कि चाहे किसी दृष्टि से क्यो न देखा जाये, इम्प्रूवमेंट नही हो रहा है और मुसाफिरो की अभी भी तकलीफ है । मै यह मानता हू कि आपने जो नया जनरल मैनेजर भेजा है वह सुधार करने की बहुत कोशिश कर रहे है लेकिन उनकी कोशिशो के बावजूद भी यदि सुधार नही होता है और बेसिकली कोई रोग है तो उसकी तह में रेलवे मत्रालय को जाना चाहिये । सुधार करने के हेतु आप कोई कमेटी बिठाइये और इन्क्वायरी कराइये कि आखिर क्या अडचन है जो कि सुधार नहीं हो रहा है । मैं यह मानता हूं कि अफसर आपने भेजा है वह मुस्तैदी से अपना काम कर रहा है और कुछ रेलगाडियां पहले की अपेक्षा कुछ ठीक समय से चलने लग गई है । लेकिन जनता रेलगाडी जो कि एक एम्पार्टेन्ट ट्रेन है वह अब भी २, ३ घटे लेट चलती है । मै चाहता हू कि रेलवे मत्रालय इस बात की जाच करे कि आखिर आज जो रेलवे की अपेक्षा लोग अपने गुड्स को रोड से भेजने लगे है, उमकी क्या वजह है ? यह जो डाइवर्सन हो गया है वह क्यो हो गया है ? रोड ट्रान्सपोर्ट एक अच्छी चीज है लेकिन आपको अपनी रेलगाडियो द्वारा माल भेजने की व्यवस्था मे सुधार करना चाहिये ।

लोकल ट्रेनो के जो आप टाइमिग्स रखते है वे ठीक नही होते है । अब मै आपको बतलाऊ कि छपरा मे एक लोकल ट्रेन चलती है । वह कही दूसरी जगह नही जाती लेकिन उसके चलने का वक्त बडा बेतुका है । वह लोकल रात ११ बजे चल कर २ बजे पहुचती है और फिर उधर से ६ बजे चल कर १२ बजे पहुचती है । अब अगर यह रेलगाडी बजाय रात के दिन मे चलायी जाती तो ट्रेन्स थ्रू मे जो भीड होती है वह भी कम हो जाती और साथ ही रेलवे मत्रालय को आमदनी भी अधिक होती । चूकि इसका टाइम बेतुका होता है इसलिये लोग इस रेलगाडी पर सफर नही करते और रेलवे को घाटा होता है और ट्रैफिक भी डाइवर्ट हो गई । मै चाहता हू कि लोकल रेलगाडियो के टाईमिग्स् ठीक रखे जाय ताकि लोगो की लोकल जरूरते पूरी हो सके और थ्रू ट्रेनो पर जो चढने का विवश होते है और भीड बढती है वह कम की जाये । जहा तक थ्रू ट्रेनो का सवाल है मै चाहता हू कि वह कम स्टेशनो पर ठहरे । अब रात के १२ बजे लोकल चलाने से उनको कोई फायदा नही होता है । रेलवे को नुकसान भी होता है ।

उपाध्यक्ष महोदय अब माननीय सदस्य का समय समाप्त हो चला है ।

Pandit D. N. Tiwary: I think you will show me the same indulgence as has been shown to others.

Mr. Deputy-Speaker: If it is shown to everybody, then it is no indulgence

पंडित द्वा० ना० तिवारी एक जनरल बात मैं और कह देना चाहता हू कि हम लोग जो कुछ यहां पर निवेदन करते है, उन सब चीजो का जबाब देने के वास्ते मत्री महोदय के पास टाइम नही रहता। मै चाहता हू कि यहा पर मेम्बरो द्वारा जो चीजें मिनिस्टर साहब के ध्यान में आई जाती है, उन पर जाच पडताल करा कर कुछ दिनो के बाद मिनिस्टर साहब सम्बन्धित माननीय सदस्यो को लिख कर भेज दे कि इस सम्बन्ध मे यह कदम उठाये गये हैं। जिस तरह से यहा सदन् में मत्री महोदयो द्वारा जो आश्वासन दिये जाते है, तो उन के बारे में मिनिस्टर आफ पार्लियामेटरी एफेयर्स समय-समय पर सदन् को सूचित करते रहते है कि फला फला एश्योरेस पर यह यह काम हुआ। उसी तरह से मै चाहता हू कि यहा पर जो जो बाते माननीय सदस्यो द्वारा कही जाती है और जिनका कि उसी वक्त जबाब देना मिनिस्टर महोदय के लिये सम्भव नही होता, उनके बारे मे बाद मे यह बतलाया जाया करे कि माननीय सदस्यो ने जो सुझाव दिये थे उनके सम्बन्ध मे यह कार्यवाही की गई है। उनकी ओर से कोई उत्तर न दिये जाने का परिणाम यह होता है कि हम हर साल रेलवे बजट के मौके पर उन सुझावो और डिमाड्स को यहा पर दुहराते है जो कि मैं समझता हू कि आसानी मे ऐवायड किया जा सकता है। मै समझता हू कि उन प्वाएट्स का बाद में मत्री महोदय द्वारा जबाब देना कोई मुश्किल बात नही है और वह विधि अपनाई जानी चाहिये।

अब मै कुछ अपने यहा की बात कहना चाहता हू।

उपाध्यक्ष महोदय आपका टाइम्स खत्म हो गया है।

पंडित द्वा० ना० तिवारी . बस दो मिनट में समाप्त किये देता हू हमारे यहा सारन चम्पारन एक पडौसी जिला है। बीच में गंडक नदी है। अगर सीधे जाया जा सके तो केवल दस मील का मार्ग है लेकिन आज सैकडो मील का चक्कर लगा कर वहा जाना पडता है। सिधवलिया और चकिया लाइन का सर्वे हो चुका है और उस लाइन को चालू कर देने से और कनैक्ट कर देने से लोगों को सुविधा होगी और रेलवेज की आमदनी भी बढेगी। चकिया एक ऐसी जगह है जहां से लाखो मन जूट निर्यात किया जाता है और यह लम्बा रूट होने की वजह से उन लोगो को फ्रेट में बहुत रुपया देना पडता है। यह १५, २० मील की लम्बी रेलवे लाइन बना देने से दोनो का कनैक्शन हो जायगा और घूम कर नही जाना पडेगा और उसके साथ ही रेलवे की आमदनी भी बढ जायेगी।

विक्टिमाइजेशन आफ लोअर स्टाफ बाई हायर आफिशिएल्स आज रेलवेज में चल रहा है और मै उसकी ओर मत्री महोदय का ध्यान विशेष रूप से दिलाना चाहता हू। मै इसका एक उदाहरण सदन् के सम्मुख देना चाहता हू। और वह इस प्रकार है। एक मर्तबा सोनपुर में पानी की कमी हुई तो मै ने उसकी बाबत डी० टी० एस० से शिकायत और बात करनी चाही। हालाकि वह फोन पर अवेलेबल थे लेकिन उन्होने पैसेजर गाइड को कह दिया कि टाईम फिक्स करके बात करे। अब मै वही पर बैठा हुआ था और मै ने इस पर कम्पलेट बुक में शिकायत दर्ज की लेकिन उस पर कोई कार्यवाही नही हुई उलटे उस बेचारे पैसेंजर गाइड का विकिटि-माइजेशन हो रहा है। उसके दो, दो, और तीन, तीन एक्सप्लेनेशस लिये गये और चार्ज शीट किया गया और मुझ को यह चिट्ठी लिख दी गई कि साहब आपको गलत इत्तिला मिली है। अब मै कैसे मान लू कि मुझे गलत इत्तिला मिली है। जब कि मैं स्वयं वहाँ जब वह गाइड फोन कर रहा था तो मै मौजूद था

[पंडित द्वा० ना० तिवारी]

और मैं सब बात सुन रहा था और डी०टी० एस० ने जो उस को जवाब दिया था उसको भी मैं सुन रहा था। मेरे यह सब कहने का मतलब यह है कि लोअर स्टाफ वालों को स्केपगोट न बनाया जाये और अपना कसूर उन लोगों पर न लादा जाये। मैं इस सम्बन्ध में एक बात और कह देना चाहता हू कि छपरा के सदस्य श्री राजेन्द्र सिंह से डी० टी० एस० साहब ने हसते-हसते हुए यह कहा कि आप और तिवारी जी हमारा कुछ बिगाड नही सके यद्यपि हमने उनके खिलाफ कोई कार्यवाही नही की थी। यह एक व्यग था।

मैं चाहता हू कि मन्त्री महोदय इस ओर ध्यान दें और इसकी व्यवस्था करे कि हम लोग बडे अधिकारियो के खिलाफ अगर कम्प्लेंट बुक में शिकायत लिखते है तो उसके सम्बन्ध में कुछ जाच पडताल होनी चाहिये और वह जाच पडताल और जबा देही उन्ही के द्वारा न हो जिनके खिलाफ हमारी शिकायत होती है। उस शिकायत की जाच जरा ऊची लेविल पर होनी चाहिये और कोई जनरल मैनेजर वगैरह उस शिकायत के सबध में जाच पडताल करके शिकायत करने वाले को उसके बारे में सूचित करे।

Shri Manay (Bombay City Central—Reserved—Sch Castes) I am thankful to you for having allowed me the opportunity to speak on this budget

Our Indian Railways are the biggest national undertaking with a capacity of 1,119 13 crores of rupees, and if I am right, the Government of India have got about 17 lakhs of employees, and the railways alone employ about 11 lakhs of employees, including casual, temporary and construction workers

The efficient running of this great national undertaking will go a long way in improving the economic condition of our country In the First Five Year Plan, we have spent nearly Rs. 423 crores, and in the Second Five Year Plan—I think we are now in the third year of the Second Plan—we shall be spending about Rs 1,125 crores on the rehabilitation and construction work on our railways. After spending so much amount, could we not expect that the picture ought to be equally bright? Of course, the hon. Railway Minister, while presenting the budget, has painted a very bright picture But may I say that the picture is bright, so far as the words are concerned, but according to me, it does not carry us far so far as the deeds are concerned?

I shall take up three points whereby I would like to bring to the notice of the hon Minister that the picture he has tried to paint is not as good as it is expected to be Of course, there are various aspects by which it could be proved that the picture is not only not bright but it is gloomy

First of all, I shall take up the fall in the passenger earnings The figures are given to us at page 11 of the Explanatory Memorandum on the Railway Budget, in paragraph 23 Passenger earnings in 1957-58 were Rs 119 10 crores, while the budget estimate for 1959-60 places the passenger earnings only at Rs 118 30 crores, which will be less than the actuals that we realised in 1957-58 This decrease in passenger earnings is in spite of the fact that more passenger traffic trains are being put on the track, and the passenger-train-miles are also increasing

The Railway Board tells us that greater facilities are provided to passengers, which the Railway Board, if I may say so, are trying to make much ado about But may I ask how it is that the passenger earnings in 1959-60 have been placed only at Rs 118·30 crores?

Now, I shall turn to another point, and that is about the decrease in the savings of the Railway Administration. If we look at the gross earnings

and gross expenditure, we find that the revised estimate for 1958-59 puts the total earnings at Rs. 395·23 crores which shows an increase of Rs. 13·81 crores over the actuals for 1957-58. But the working expenses, according to the revised estimates, are put at Rs. 320·21 crores which show an increase of Rs. 13·97 crores over 1957-58. In other words, the revised estimates show that all that will be earned beyond the actuals for 1957-58 will be wiped out in 1958-59 by the increased expenses that will be incurred. In view of these things, we find that the savings of the Railway Administration are continuously decreasing. In 1956-57 the actual savings were Rs 20·32 crores, and in 1957-58, it dropped to Rs. 11·38 crores. Of course, the Railway Minister tells us that in the revised estimate of 1958-59, the figure is put at Rs. 13 crores But, I find that the Railway Minister tells us that in 1959-60 there would be an anticipated increase to Rs. 21·19 crores. I only hope that this anticipated increase is achieved.

Another point is about the irregularities so far as labour in the Railways is concerned I will refer to the Report of the Ministry of Labour of the Government of India for the year 1955-56 which tells us as to how the Payment of Wages Act is observed. In its Report on the working of the Payment of Wages Act on Railways for the year, it gives us the irregularities Before I give the figures, I would like to give the categories under which these are classified. These irregularities include delayed payment of wages, non-payment of wages, unauthorised deductions, irregularities regarding the imposition of fines, irregularities regarding deductions, irregularities regarding recovery of advances and non-payment of overtime.

The House will be surprised to know the number of irregularities committed on the Railways. There are various sections such as transportation, mechanical, engineering and miscellaneous sections as well as contractors' establishments. We find that in the establishment of the transportation section, the irregularities detected are 10,905; in the mechanical section, 8,625; in the engineering section, 1,692 and in the miscellaneous, it is 1,059. I need not speak about contractors' establishments. It is 2,076. From this report of the Ministry of Labour one can see how labour is being treated by our Railway Administration. The Labour Inspectorate have inspected the records of the various General Managers' offices and from them they have detected these.

There is another point which I would like to state. That is unrest amongst labour in the Railway Administration about the recognition of the unions which they would very much wish to be recognised Many of the hon. Members have already spoken on this point The All India Railwaymen's Federation is a body which ought to be recognised. But, I do not know why this matter is allowed to linger on Of course, the hon Railway Minister has put in some efforts. I do appreciate that. But, in the end, when nothing tangible has come out, naturally, the feeling amongst Railway labour is that the Railway Ministry, the Railway Board, is treating them in a partisan way. Therefore, while inviting the attention of the hon. Railway Minister to this unrest among the labour on Railways, may I tell him that it is affecting the efficiency of the Administration?

The next point that I want to refer to is the persistent demand of the Maharashtra people of Bombay State for the Dewa-Dasgaon line.

Shri Nath Pai (Rajapur): Konkan.

Shri Manay: The hon. Railway Minister was in Bombay city in the first week of February; and, at a function, he said that this Dewa-Dasgaon line would find its place and would be a reality in the very near future. Subsequently, there was a Conference in Bombay which has been called the Konkan Vikas Parishad, which was inaugurated by the Chief Minister of

[Shri Manay]

Bombay. One of my hon. colleagues had the privilege of presiding over that. There, the Chief Minister of Bombay also categorically gave the assurance that this Dewa-Dasgaon line will be a reality in the near future With all these expectations, I was hoping that the Railway Minister would say something positive so far as this is concerned But, on going through his speech, I find that he merely makes a reference to that in the words that it may be possible to have this Dewa-Dasgaon line, and that too in the Third Five Year Plan What I conclude from this passing reference is that he neither wanted to say, 'No', nor is he prepared to commit himself I will only urge on the Railway Minister the popular feeling of the people of Maharashtra in general, and of Konkan in particular, about this line Time and again, expression has been given to this in this House and the other House also This is a long-standing and overdue demand of the people there

I will draw the attention of the hon Minister to another demand from the people of Marathwada in Bombay State They do want a railway line from Paruli to Aurangabad *via* Mominabad and Biturn I do not want to go into the history of this demand because I want to utilise my time for other important problems I will only say

Mr. Deputy-Speaker: I only wanted to say that the hon Member has already utilised his time

Shri Manay: Sir, I am the only representative of my party

I am told that the predecessor of the present Railway Minister had assured the people of Paruli, Aurangabad, Mominabad and Biturn that he would take up this line, and have it surveyed and included in the Plan I do not know the position at present; but this is the demand of the people of Marathwada.

Now, I will switch on to the problems of the Scheduled Castes and the Scheduled Tribes and Buddhists among railway workers and I would claim the special attention of the hon Railway Minister so far as the fulfilment of the reservation quota is concerned Here also I must admit that the Railway Minister is putting in some efforts to the fulfilment of the quota and I understand that he has appointed some special officers to look to this special work Yet this quota is not being fulfilled Therefore, I am inclined to think that some middle-agency is coming in between the sincere efforts of the Railway Minister and the candidates—the agency charged with the responsibility for executing the orders of the Minister That agency is not sincerely pursuing the efforts of the Minister I will urge upon the Railway Minister that he should bear this point in mind and try to do justice to the Scheduled Castes, Scheduled Tribes, backward classes and the Buddhists In the report, I find that there are not less than 4,000 persons in class I category Could the Railway Minister tell me as to how many persons are there from among the Scheduled Castes and Tribes? If I am right only three persons are This has been our persistent demand and we have been wanting this reservation quota in Class I and II, that is not being fulfilled I would even say that the fulfilment of this reservation quota is being denied very systematically I claim the special attention of the hon Minister because he is not only in the Cabinet by merit and by virtue but he is also a representative of the same class about which I am putting forth this grievance and I will feel very happy if he takes upon himself the responsibility that we want him to take upon himself

16 hrs.

Now, speaking about other points, I do not want to take up the time of the House by giving figures On page 97 of the report, we are told that this year 5,074 posts were reserved for

Scheduled Castes and 1,669 for the Scheduled Tribes and that 6,046 and 461 candidates were selected from the Scheduled Castes and Tribes respectively I do not know to which category these posts belong and how many have been employed I will not take the time of the House any more

While finishing I will only say two or three things which pertain to my constituency, Bombay city—overcrowding in the trains This problem is engaging the attention of the hon Minister But I am only sorry that he has also expressed his helplessness in solving this problem of overcrowding I can understand Members of Parliament here expressing their helplessness and suggesting some remedies But the person in charge who has to work out the schemes and ideas and suggestions if he is also to express helplessness I do not know who is to be looked upon for solving this problem of over-crowding In Bombay, there is not a single day when a casualty is not reported from these local trains due to over-crowding The casualty is mounting and I do not know to what extent it will reach So, I would request him to pay his attention and do whatever he can One Member in the House of elders—I do not agree with him—Prof Wadia has suggested that there should be class IV standing I do not agree with that suggestion but that is a suggestion merely to help solve this problem I appreciate his zeal and his desire to solve this problem

About the late-running of trains, I have to say a few words In Bombay if trains run to the scheduled time, surprise is expressed As I am representing Bombay City, I may say this There is a term used for this It is said that trains are regularly irregular This is a very popular term in Bombay which is used to show the late-coming of the trains This is not a happy state of affairs. I will request the hon Minister to see that this late running of trains is checked before long I thank you, Sir, very much for the time given to me

श्रीमती सहोदरा बाई : उपाध्यक्ष महोदय, मैं प्रार्थना करती हू कि महिलाओ को पहले बोलने का मौका दिया जाए।

श्री गणपति राम (जौनपुर–रक्षित–अनुसूचित जातिया) . उपाध्यक्ष महोदय, एक आब्जैकशन हमारा भी है और वह यह है कि अपोजिशन वालो को जिन के छोटे छोटे ग्रुप है २/३ टाइम दिया जा रहा है और हम लोगो को कोई टाइम नही दिया जा रहा है । मैं प्रार्थना करता हू कि हम को भी बोलने का मौका मिलना चाहिये।

श्री नाथ पाई आपकी तरफ से मिनिस्टर बोलेंगे ।

श्री सुरेन्द्र नाथ द्विवेदी (केन्द्रपाडा) आपको धन्यवाद ही देना है, कहना कुछ नही है ।

सरदार अ० सिं० सहगल (जजगीर) जिस वक्त राष्ट्रपति जी के अभिभाषण पर चर्चा हो रही थी,उस मे भाग लेने के लिए यदि, उपाध्यक्ष महोदय, आप लिस्ट देखेंगे तो आपको पता चलेगा कि विरोधी दल वालो को बहुत ज्यादा समय दिया गया था और कांग्रेस वालो को कम समय दिया गया था । मैं आप से प्रार्थना करना चाहता हू कि हम लोगो को भी पूरा वक्त दिया जाना चाहिये।

उपाध्यक्ष महोदय मुझे खुशी है कि तसल्ली किसी को भी नही है और दोनो तरफ से शिकायत की जा रही है। अब श्री सेन बोलेंगे ।

श्री वाजपेयी (बलरामपुर) : हमें तो यह शिकायत है कि आप के ऊपर आरोप लगाये जा रहे है ।

उपाध्यक्ष महोदय . मुझे कुछ आदत हो गई है इन आरोपो को सुनने की ।

श्री क० ना० सेन (पूर्निया) : उपाध्यक्ष महोदय, मैं तो निराश सा हो गया था इस बात से कि पता नहीं मुझे बोलने का समय मिलेगा या नही । अब जब कि आपने मुझे समय दिया है, मै आपको धन्यवाद देता हू ।

मैं माननीय मत्री महोदय को भी धन्यवाद देना चाहता हू कि उन्होने रेलवे बजट को पेश किया । इस बजट मे उन्होने बहुत सी अच्छी अच्छी बातें रखी है । और उन्होने कहा है कि कई डायरेक्शस में तरक्की हुई है। माननीय मत्री महोदय ने रिटर्न जर्नी की फैसिलिटी दी है । पैसेंजर्स को काफी एमेनिटीस दी है। स्टाफ को काफी सहूलियतें पहुचाई हैं। उनके लिए क्वार्टर बनाये जा रहे है और (holiday homes) बनवा देने की बात भी सोची जा रही है । जहा तक अस्पतालो का ताल्लुक है उन में टी बी बैड्स को बढ़ाया जा रहा है । ये सब चीजे अपनी जगह पर अपना महत्व रखती हैं और इन सब के लिये मै माननीय मत्री महोदय को धन्यवाद देता हू । साथ ही साथ मत्री महोदय ने नए स्कूल खोलने की बात भी कही है और साथ ही साथ उस स्टाफ को जो दूर-दराज के स्टेशनो पर काम करता है, जैसे स्टेशन मास्टर है या दूसरे बाबू है उनके लडके और लडकियो को पढने के बारे मे जो दिक्कतें पेश आ रही है उनको खास सहूलियतें देने का प्रबन्ध माननीय मत्री महोदय कर रहे है। और इस से बहुत खुशी का अनुभव होना स्वभाविक है ।

यहा पर पक्चुएलिटी का जिक्र किया गया है और कहा गया है कि गाडिया ठीक टाईम पर नही आती है और जो पक्चुएलिटी है वह गिर गई है, वह घट गई है । यह तो कुत्ते की पूछ वाला हिसाब है । जब तक उसको पकडे हुये है तब तक तो वह ठीक है और जब उसको छोड दिया तो फिर वह ज्यो की त्यो, टेढी हो जाती है । जब पक्चुएलिटी के बारे में कोई खास काम किया जाता है, पक्चुएलिटी ड्राइव चलाई जाती है, जब तो जरूर थोड़ी उस में एम्प्रूवमेंट होती है लेकिन फिर छोड़ देने पर ज्यो का त्यो ।

यह खुशी की बात है कि हमारे नार्थ बिहार वालो के लिए जहा तक मोकामा ब्रिज का सवाल है उसका प्रश्न अब हल हो गया है। यह प्रश्न बहुत लम्बे समय से विचाराधीन था और यह ब्रिज अब बन गया । और इसको आप खोलने भी जा रहे है । यह बडी ही प्रसन्नता की बात है । लेकिन उसके साथ एक और भी सवाल पैदा होता है । आप ब्राड गेज की जो लाइन है वह बरौनी तक ही ले जायेंगे और वहा से फिर ट्रांशिपमेंट करना होगा और फिर मीटर गेज शुरू होगी । रेलवे बोर्ड के पूर्व चेयरमैन साहब ने एक बार शायद अपनी प्रेस कान्फ्रेंस में कहा था कि रेलवे बोर्ड का यह मशा है कि आहिस्ता आहिस्ता मीटर गेज को ब्राड गेज में कनवर्ट कर दिया जाएगा। अब जब कि आपको मौका लगा है और एक चीज आपने हाथ मे ले रखी है तो आप उसको पूरा क्यो नही कर देते हैं, क्यो नही आप इस लाइन को भी आसाम और नार्थ बगाल की ओर ब्राड गेज कर देते है ? रेलवे और नार्थ बगाल के लोगो का यह कहना है कि उनको गुड्स ट्रेफिक के लिये बहुत दिक्कत का सामना करना पडता है और माल वहा पहुचाया नही जा सकता है । मोकामा ब्रिज हो जाने से थोडी सी सहूलियत तो अवश्य होगी लेकिन उसमे दिक्कत यह है कि थोडा ज्यादा डिसटैंस कवर करना पडेगा । इस मामले मे जहा तक हमारे व्यवसायी लोग हैं उनका कहना है कि उनको ज्यादा फ्रेट देना पडेगा और एक डेढ सौ मील के करीब का ज्यादा चक्कर पडेगा । इस वास्ते इस बारे में भी माननीय मत्री को चाहिये कि इस पर भी विचार करे और इस ब्राड गेज लाइन को आगे बढ़ा दें । आप यह मानते हैं जो मीटर गेज अन-इकोनोमिक है और दूसरी दिक्कतें भी हैं। अगर बाद में इसको कनवर्ट करना हो तो

अभी से क्यों न कनवर्ट कर दिया जाए । मै प्रार्थना करता हू कि कम से कम इस ब्राड गेज को नार्थ बगाल और असम की ओर बढ़ाया जाय ताकि उस इलाके के लोगो की जो शिकायतें हैं वे दूर हो सकें और ये जो अन-कोनैक्टिड लिक्स हैं यह ठीक हो सकें। असम मे खास तौर पर जब भी एसेंशल कमोडिटीस जाती है वे हवाई जहाज के जरिये से जाती हैं और खर्चा बहुत पडता है । इस वास्ते मैं आशा करता हू कि माननीय मत्री महोदय इस ओर अवश्य ध्यान देंगे ।

जहा तक नार्थ ईस्ट फ्राटियर रेलवे का सम्बन्ध है आपने कहा है ससलाइ वगैरह को स्ट्रेंगथन किया जा रहा है और ब्रिजिस इत्यादि बनाये जा रहे है। इस बात को मैं बिलकुल सही मानता हू । हाल ही मे मै पार्लियामेंट के एक मैम्बर की हैसियत से जोनाल यूजर्स कन्फ्रेंस में भाग लेने के लिये डिब्रूगढ गया था और मै ने उन सभी चीजो को सही पाया जिन का माननीय मत्री महोदय ने अपनी स्पीच मे जिक्र किया है । मै ने देखा है यजव्रती के साथ काम हो रहा है और बडी खूबी के साथ उसको किया जा रहा है । ब्रह्मपुत्र के ऊपर पिलर्स बन रहे है और मै मानता हू कि इस ओर आपका काफी ध्यान है । लेकिन मै चाहता हू कि इस ओर आपका ध्यान बराबर लगा रहना चाहिये यह नही कि इसे छोड़ दिया जाय।

अब मै पैसेंजर एमेनेटीस की तरफ आता हू । मै मानता हू कि पैसेजर्स को काफी सहूलियतें पहुचाई गई है और पहुचाई जा रही हैं । हम लोगो को मै मानता हू कि यह विचार रहता है कि पाकेट आउट यू गैट एड आस्क फार मोर । मिलता जाता है, उसको तो हम रखते जाते हैं और साथ ही आगे की मागो को पेश करते जाते है। यह बात सही है कि यहा हम लोग जितनी बातें पेश करते हैं उन के लिये जब सरकार अपने रिसोर्सेज देखती है तो बहुत कम पैसा अपने पास पाती है । धीरे-धीरे वह उन खराबियों को रफा करना चाहती है और करती भी है। इस बार जो उन्होने बातें हमारे सामने रक्खी है सकी मैं ताईद करता हू ।

मै ट्रासपोर्ट के बारे मे कहना चाहता हू । कुछ जिक्र हुआ है कि रोड ट्रासपोर्ट रेलवे के कम्पिटीशन में उतर आया है । इसके बारे मे मैंने रेलवे बोर्ड के मेम्बर साहब का स्टेटमेंट अखबार में भी देखा । वह कहते है कि इससे ५० परसेंट रेवेन्यू कम हुई है । यह सही है क्योकि पब्लिक के अन्दर जो भावनाये हैं, उसके कारणो को हमको देखना चाहिये और उस पर गौर करना चाहिये । उनमे आज एक अनिश्चितता रहती है कि पता नही हमारा माल पहुचेगा या नही । मैने नार्थ ईस्टर्न रेलवे के बारे मे कहा कि वहा के लोगो मे बडी अनिश्चितता रहती है कि गौहाटी और पाडु में हमारा माल पता नही कब पहुचेगा । वहा पर जो माल बुक होता है वह गायब हो जाता है । इसके बारे मे मैने सवाल भी किया था । खास कर सकरी गली और मनिहारीघाट मे काफी चोरी होती है और रेलवे को कम्पेन्सेशन भी देना पडता है । लेकिन जो माल की चोरी के लिये पाच या छः हजार रुपया क्लेम दिया जाता है तो उसका पेमेंट होते-होते दो साल लग जाते है । जो मामूली तिजारती हैं, जिनकी कुल पूजी पाच या दस हजार है, अगर वह एक कसाइनमेंट मे पाच या दस हजार रुपया लगा देता है और उसके माल की damage का कम्पेनसेशन मिलने में दो साल लग जाते हैं तो वह तिजारती बेचारा खत्म हो गया, उसका कचूमर निकल गया । इस तरह से पेरिशेबल गुड्स के बारे मे भी है । सकरीगली और मनिहारीघाट के जो फ्रूट के कसाइनीज हैं, उनके रिप्रेजेन्टेटिव आसाम और शिलाग मैं हैं । उनके सामान को निकाल कर बाट भी लिया जाता है । इस तरह से इन चीजो की चोरी होती है । हमारे मत्री महोदय ने भी अपनी रिपोर्ट मैं इस क्लेमस बारे में

[श्री का० गो० सेन]

बताया है । यहा तक शिकायत आई है कि जब स्टीमर में सामान नदी के पार किया जाता है तो स्टीमर को रास्ते में रोक कर माल गायब किया जाता है । आपने रेलवे प्रोटेक्शन फोर्स भी रखी है । आपने जेनरल मैनेजर को उसका हेड बना दिया है । कोई उसकी बात सुनता नही है । स्टेशन स्टाफ का उस पर कोई कट्रोल नही है कि वह उससे ठीक तरह से काम करा सके । इस तरफ भी आपको तवज्जह देनी चाहिये ताकि यह सारी शिकायते दूर हो और लोगो में विश्वास पैदा हो कि जो माल वह रेलवे के जरिये से भेजेंगे वह सुरक्षित पहुच जायेगा और तभी रेलवे और रोड का कम्पिटीशन खत्म होगा । हम देखते है कि हमारे यहा पुर्निया मे कलकत्ता ट्रासपोर्ट सिर्फ ५ रु० मन मे सामान घर तक पहुचा देता है । कलकत्ता से आसाम लिंक हो कर ५ रु० मन माल ले जाया जाता है और साथ ही उसकी सिक्योरिटी भी हो जाती है । हम नही चाहते कि इसकी वजह से रेलवे को घाटा हो क्योकि यह बडे दुख की बात है । उसमे रेलवेज को जबर्दस्त लाभ का सवाल है, इसमे वैगन डिफिकल्टी भी बहुत काम करती है । जैसा मेरे मित्र पहाडिया जी ने कहा इसकी ओर भी थोडा ध्यान दिया जाना चाहिये । हमारे यहा जूट के मामले मे यह हो जाता है कि वैगन समय पर न मिलने से उसका दाम कम हो जाता है । जुलाई से दिसम्बर तक इस चीज का ज्यादा जोर हो कि वैगन मिले । हमारे यहा रिवर कडिशन्स की वजह से हो सकता है कि ऐसा हो जाता हो लेकिन जूट मार्केट के लिये यह बडी खतरनाक चीज हो जाती है । पहले तो समय पर माल नही भेज पाते और पूजी फसे रहने की वजह से पर्चेजिग पावर नही रह जाती । उस वक्त व्योपारी कहते है कि कम दाम में तो हम खरीदेंगे नही तो नही खरीदेगे । अब बेचारा जूट वाला कहा जाय । लिहाजा उसको जो दाम मिलता है उसको लेना पडता है । इस तरह से वहा पर बाटलनेक कायम हो जाता है । मैं समझता हू कि मोकामा ब्रिज का रास्ता हो जाने से कुछ सहूलियत होगी पर दूरी की वजह से ज्यादा चार्ज लगेगा । इस पर ध्यान दिया जायेगा ।

उपाध्यक्ष महोदय : इतने मसलों पर बोलने के बाद अब आप नये मसले पर न आयें ।

श्री का० गो० सेन मुझे यह कहना है कि हमारे रेलवे मत्री जी ने जो पेज २४ पर कहा है म उसमे सहमत हू । उन्होने कहा है —

"The vigilance Organisation has succeeded not only in highlighting malpractices and bringing corput employees to book but also in protecting those who are honest and allow no laxity, but are maligned by interested parties"

हुजूर, मै इस चीज मे बिल्कुल सहमत हू । मैने कई केसेज मे देखा है कि इस ओर ध्यान दिया जा रहा है । अभी हाल ही में मैने देखा कि माननीय मत्री महोदय ने इस बात को टेक अप किया । एक बेकसूर आदमी जिसका कोई मददगार नही था, वह ए० टी० एस० होने जा रहा था, उसकी सर्विस को टर्मिनेट कर दिया गया । मै बडे हर्ष के साथ कहना चाहता हू कि हमारे मत्री महोदय ने उस केस को टेक अप किया । उसकी जूरिस्डिक्शन न होने हुये भी एक ईमानदार आदमी को बिना कारण बताये नौकरी से हटाया जाना कहा तक जायज है ।

एक माननीय सदस्य इस हुजूर के क्या माने होते है ?

उपाध्यक्ष महोदय जो एतराज किया जा रहा है वह ठीक है। डिमाक्रेसी के जमाने में पार्लियामेंट में हुजूर की जरूरत नही है।

श्री का० मो० सेन मुझे माफ कीजिये।

श्री राजेन्द्र सिंह उपाध्यक्ष महोदय, क्या मै उस ए० टी० एस० का नाम जान सकता हूं जिसको तग करके डिसमिस किया गया था।

उपाध्यक्ष महोदय यहा पर नाम नहीं आना चाहिये।

श्री का० मो० सेन इसीलिये मैंने नाम नही बताया, वैसे मे नाम जानता हू। यह हम लोगो के तजुर्बे की बात है कि हमने मत्री महोदय का ध्यान जब कभी आकर्षित किया है तो उन्होने उस पर अपना ध्यान जरूर दौडाया है। मगर जहा तक रेलवे बोर्ड का सवाल है मुझे ऐसा लगता है कि हम लाग जब चिट्ठी चपाटी भेजते है तो उसका एकनालेजमेंट तो हो जाता है, फिर चुप। यह मैं मानता हू कि काम भी बहुत है लेकिन मामला बहुत अर्से तक पडा का पडा रह जाता है। मैं डिबरूगढ़ गया था जोनल रेलवे यूजर्स कांफ्रेंस मे। करीमगज के मम्बर भी थे। उन्होने कहा था कि चाहे गुड्स ट्रैफिक हो या दूसरी चीज, जहा तक इंडिविजुअल केसेज का सवाल है उनको जरूर देखना चाहिये। उनको परसू करने पर बहुत सी चीजे आपके सामने आ जायेंगी। मुझको भी ऐसा लगता है कि जो इंडिविजुअल केसेज आते है उनको जरूर परसू करना चाहिये और उनको ठीक से हैंडल करने से बहुत सी चीजे सामने आ जायेंगी। इसके लिये मत्री महोदय और रेलवे बोर्ड से भी कहूगा कि इस ओर और भी तवज्जह दे।

हमारे यहा कटिहार में एक पोर्टर्स यूनियन है। वह एक रजिस्टर्ड यूनियन है, उसमें करीब ५०० मेम्बर हैं। उसे हैंडलिंग ठेका मिल जाये तो उससे बहुत काम बन जाये। वाकया यह हुआ कि वहा पहले एक कट्रैक्टर था वह भाग गया। तमाम काम बन्द हो गया। इसके बाद पोर्टर्स को बुला कर उनके ऊपर सारी जिम्मेदारी दे दी गई और वह लोग काम करने लगे। थोड़े दिन बड़ी अच्छी तरह से काम उन्होने किया और सरकार की तरफ से उसका रजिस्ट्रेशन हो गया। तो हमारी तो पालिसी है कि जहा पर भी कोआपरेटिव्ज बनें हम सारा बोझ उन लोगो को काम का दे दें। हमारे मत्री महोदय भी इसके ऊपर हमेशा जोर देते है। लेकिन जो हमारी एडमिनिस्ट्रेटिव मैशीनरी है वह इस मामले में ठीक से चलने देना पसन्द नही करती। वह इसमें फिट नही करती। तो उस ओर भी ध्यान देना चाहिये। हमारे यहा पर ट्रेने बहुत कम है। यह एन० ई० रेलवे और एन० एफ मे जो १०० मील की पाबन्दी लगा दी गई है उससे शार्ट डिस्टेंस के हमारे यात्री भाइयो को बहुत दिक्कत उठानी पडती है। इसलिये मैं चाहता हूं कि इस ओर रेलवे मत्री महोदय और उनका मत्रालय ध्यान दे और जहा पर कि ट्रेने कम हैं वहा पर अगर इस तरह कोई पाबन्दी न लगाई जाय तो अच्छा रहेगा।

कटिहार में रेलवे क्रासिंग पर एक ओवर ब्रिज बनाने की बड़ी आवश्यकता है और उसकी व्यवस्था न होने से रेलगाडी से कट कर कितने ही आदमी मर चुके है। जब माननीय मत्री कटिहार गये थे तो उनका ध्यान इस ओवर ब्रिज की ओर आकृष्ट किया गया था लेकिन चूकि बिहार सरकार का भी उससे सम्बन्ध है इसलिये पता नही कि वह मामला कहा तक आगे बढा। मैं पुन मत्री महोदय का ध्यान वहां पर ओवर-ब्रिज तत्काल बनाने की ओर दिलाऊगा ताकि वहा पर जो रेलो से कट कर आदमी मरते हैं वे न मरे।

उपाध्यक्ष महोदय : अब माननीय सदस्य को खत्म करना चाहिये ।

श्री का० मो० सेन : बस एक दो प्वाइंट और कह कर मैं अपना स्थान ग्रहण करूंगा । मालगाड़ी में जो refreshment या बुफ़े का डिब्बा दिया जाता है वह डिब्बा सिलीगुड़ी तक नही पहुंचता । हालांकि गाड़ी जाती है लेकिन वह बीच में ही ११ बजे रात को मुजफ्फरपुर में कट जाता है और उसी तरह सिलीगुडी से वापिस आने वाली माल ट्रेन में मुजफ्फरपुर से वह बुफ़े का डिब्बा जुड़ जाता है । लोग तो इस उम्मीद में रहते हैं कि सुबह उनको कटिहार में चाय आदि मिलेगी लेकिन उनको निराशा का सामना करना पड़ता है क्योंकि वह बुफ़े का डिब्बा तो रात को ११ बजे ही कट जाता है । इसके साथ ही मैं मंत्री महोदय का ध्यान आज रेलवे की बेंडरशिप की ओर दिलाना चाहता हूं । आज यह हो रहा है कि एक ही आदमी कई कई बेंडरशिप के ठेके अलग अलग नाम दिखा कर ले लेने में समर्थ हो जाते हैं और यह जो एक तरह से बेंडरशिप को मोनोपोलाइज करने की मनोवृत्ति चल रही है, वह वाछनीय नही है ।

अब चूंकि उपाध्यक्ष महोदय की आज्ञा नहीं है कि मैं आगे कुछ बोलूं और वह घंटी बजाते जा रहे है इसलिये मैं और कुछ न कह कर अपना स्थान ग्रहण करता हूं ।

श्री ई० मधुसूदन राव (महबूबाबाद) : उपाध्यक्ष महोदय, मैं कल से रेलवे बजट के ऊपर बोलने के लिये बठा हुआ था । आपकी कृपा से मुझे बोलने का अवसर मिल गया है वरना मैं सोच रहा था कि मैं घर को चला जाऊं . . . .

उपाध्यक्ष महोदय : आप घर चले जाते तो मेरे लिये बहुत आसानी हो जाती ।

श्री ई० मधुसूदन राव : इस साल का रेलवे बजट हमें कुछ आशाजनक मालूम पड़ता है और इसलिये मैं पहले रेलवे मंत्री महोदय और उनके मंत्रालय को धन्यवाद देते हुये कुछ चीजें और सुझाव उनके समक्ष रखना चाहता हूं ।

हमारे इस साल के रेलवे बजट में जो बचत दिखाई पड रही है वह १३ करोड़ रुपये की है । यह जो पे कमिशन की रिपोर्ट आने वाली है, उसको दृष्टि में रख कर देखा जाय तो मैं समझता हूं कि यह जो बचत दिखलाई गई है वह कोई बहुत ज्यादा नहीं है ।

भारत हमारा एक कृषि प्रधान देश है और जाहिर है कि हमने जो अपनी पंचवर्षीय योजनाओं में जनता को सहूलियतें देने के लिये स्कीमें बनाई हैं, वह सब स्कीमें और सुविधायें हम इस देश की जनता को रेलगाडियो की संख्या और फैलाव बढ़ा कर ही दे सकते हैं ।

यह जो दक्षिण और उत्तर को अलग करके जोन बनायी गई है, उसके खिलाफ मेरी रेलवे मंत्री महोदय से शिकायत है । इस दूसरी पचवर्षीय योजना में मैं जानना चाहता हूं कि दक्षिण में कौनसी रेलवे लाइंस निकाली गई हे । वहां की आमदनी क्या है और देख कर आप बता सकते है । परन्तु एक बात स्पष्ट है और वह यह है कि जैसा कि बहुत से सदस्य पहले भी इसको कह चुके हैं कि दक्षिण के बारे में अन्याय किया जा रहा है ।

अब एडमिनिस्ट्रेटिव मैटर्स को ध्यान में रखते हुये यह जरूरी है कि आन्ध्र प्रदेश में रेलवे लाइनों के वास्ते एक अलहिदा जोन होनी चाहिये । यह मांग कोई रीजनल कंसिडिरेशन की बिना पर नहीं की जा रही है बल्कि यह एक प्योरली ऐडमिनिस्ट्रेटिव मैटर है । आज हमें तीन जोन्स से डील

करना पड़ता है । अब आन्ध्र प्रदेश के निर्माण से चूंकि एक नई ऐडमिनिस्ट्रेटिव यूनिट बनी है इसलिये नई समस्यायें भी खड़ी हो गई हैं और जाहिर है कि अगर अलग अलग रेलवे अथारिटीज का इसके डिफेंट पार्ट्स का कसर्न रहेगा तो यह कुदरती बात है कि वे पूरे सब्जेक्ट मैटर को ग्रैस्प करने में असमर्थ रहेगी । आन्ध्र प्रदेश की गवर्नमेंट ने भी आपसे इसके लिये दरख्वास्त की है कि उनका जोन अलग किया जाय । दूसरी पचवर्षीय योजना में जो लाइने इनक्लूड की गई हैं वे यह है । मै समझता हू कि यह न्यू रेल लिंक्स जरूरी हैं और उनको बढा देने से रेलवे की आमदनी में भी वृद्धि होगी और उस प्रदेश में जो खनिज तथा कृषि सम्बन्धी पदार्थों का वितरण ढग से होगा और इससे रेलवे विभाग को और अधिक लाभ ही होगा ।

काजीपेट निजामाबाद लाइन काफी समय से विचाराधीन है और इसको चालू करने की बडी जरूरत है और चूकि वहा पर लाइस की सुविधा नही है और इसलिये वहा का एग्रीकल्चरल डेवलपमेट सफर कर रहा है । मै समझता हू कि सरकार के पास मचर्ला को काजीपेट से कनेक्ट करने का प्रपोजल है और मै समझता हू कि यह उचित है । मचर्ला का हैदराबाद से कनेक्शन होने से नलगोडा हैदराबाद से कनेक्ट हो जायेगा और इस तरह नेचुरली मचर्ला काजीपेट से कनेक्ट हो जायेगा । यात्रियो की सुविधा की दृष्टि से और नलगोडा जिले के डेवलपमेंट की दृष्टि से मचर्ला का हैदराबाद से कनेक्शन होना जरूरी है । आज चूकि कम्युनिकेशस की पूरी सुविधा नही है इसलिये मैंगनीज और कच्चे लोहे का वितरण जिस गति से होना चाहिये वह नही हो रहा है । जापान के सहयोग से हम वालटेयर से भद्राचलम तक इटीरियर को रेल से लिंक कर रहे हैं । मेरा सुझाव है कि वही रेल लिंक मेन लाइन के साथ भद्राचलम या काजीपेट के पास जोड दी जाय । यह क्षेत्र लोहे और कोयले की खानों के भंडार हैं । इनके डेवलपमेंट के लिय यह रेल लिंक होना बहुत जरूरी है ।

एक प्रपोजल रेचूर को नलगोडा और खम्मममेट से जोडने का है । तुगभद्रा और नागार्जुनसागर के डेवलपमेट को देखते हुये यह रेल लाइन बहुत आवश्यक हो जाती है । यह रेलवे लाइन बनाना बहुत जरूरी है क्योकि यह एक बैकवर्ड एरिया है जहा कि न मोटर जाती है और न गाडी जाती है । यह एक एमा पार्ट है जो कि इ ट्रैशनल फेम रखता है लेकिन पुराने जमाने से अर्थात् निजाम के वक्त से बहुत ही दबा हुआ था और बाद में कुछ कम्युनिस्टो की गडबडियो से भी यह लोग परेशान किये जाते रहे है । उस भाग के लोगो को इधर से उधर जाने की सुविधा प्राप्त नही है । मै चाहता हू कि उस एरिया में यातायात की जरूरी सुविधाये पहुचाई जाये क्योकि कम से कम कोई उनको पोलिटिकली एक्सप्लायट न कर सके । भद्राचलम के जगलो में जो लोग बसते है, वे यातायात की सुविधायें सुलभ न रहने से जगलो से बाहर नही आ सकते और बीच में जो नदिया पडती है उनको पार करके आने में उनको बडी दिक्कत उठानी पडती है । लिहाजा यह भद्राचलम, रायचूर, नलगोडा, खम्ममेट रेलवे लाइन का बनना अति आवश्यक है और मत्री महोदय को इस पर ध्यान देना चाहिये ।

यहा पर हम लोग जो रेलवे मत्रालय के अधिकारियो की कार्यकुशलता के बारे में टीका टिप्पणी करते है उनको रेलवे मत्रालय के अधिकारी वर्ग ध्यान से सुने और यह देखें कि हमारी वह टीका टिप्पणी कहा तक ठीक है । रेलवे मत्रालय को देखना चाहिये कि जब निजाम स्टेट की यह रेलवे थी और जब अग्रेज यहा पर थे तब रेलवे में कैसी कार्यकुशलता थी और रेलवेज का कैसे काम चलता था और आज कैसे चल रहा है ।

[श्री ई० मधुसूदन राव]

यहां पर जो रेलवे विभाग उच्च कोटि के कर्मचारी दो दिन से बैठे हैं वे बडी ध्यान से हमारी बातें सुन रहे हैं । जिस कुशलता से ये लोग अपनी रिपोर्ट लिखते हैं अगर उसी तरह से काम भी करे तो हमको और अपोजीशन वालो को उनकी आलोचना न करनी पडेगी । हम तो उनकी सहायता के लिये ही यहा सुझाव देते है ।

आन्ध्र प्रदेश के बनने के बाद बहुत से लोगो का राजधानी आना जाना बढ गया है । इसके लिए रेलवे की सुविधा मिलनी चाहिए । मै चाहता हू कि बेजवाडा को हैदराबाद से मिलाया जाये तो लोगो को बहुत सुविधा हो जायेगी ।

भद्राचलम और सिंगरेनी मे कोयले का बहुत उत्पादन हो रहा है। उसके वितरण मे कठिनाई हो रही है। उस लाइन को डबल किया जाये ।

रामगुडम निजामाबाद लाइन बहुत जरूरी है। दो साल पहले भी मैने इसके लिये कहा था । मगर इस से शायद कोई दिक्कत आ गई । यह जरूरी इलाका है । रामगुडम जिले में कोयले की खान है उस जिले मे १५० करोड से नागार्जुन सागर की योजना बनने वाली है । इस जिले से कोयला निकलता है उसका वितरण करना मुश्किल हो रहा है। इस ओर भी ध्यान देना चाहिए ।

रैलवे मन्त्रालय ने जिन कामो की उपेक्षा की है उनको ध्यान में रखते हुए मैं कुछ बातें कहना चाहता हू। बहुत से माननीय सदस्यो ने कहा है कि गाडियो से क्राउडिंग बहुत होता है। मै भी इससे सहमत हू। बेजवाडा और काजीपेट जैसे स्टेशनो पर पैसिंजर अमैनिटीज की कमी है। काजीपेट स्टेशन के बारे में मेरे दोस्त श्री विट्ठल राव ने ६१२ नम्बर का तारांकित प्रश्न पूछा था और इससे पहले भी उन्होंने इस बारे में प्रश्न पूछा था कि जो रीमाडलिंग के लिए ४० लाख रुपया रखा गया था उसका क्या हो रहा है। पर अभी तक पता नही कि इस दिशा में क्या काम हो रहा है ।

वैसे ही मै यह कहना चाहता हू कि बेजवादा और काजीपेट स्टेशनो पर रिटायरिंग रूम की सुविधा नही है । ५० पर सेंट एम० पी० लोग यहा से होकर दक्षिण को जाते है । मगर इन स्टेशनो पर न रहने के लिए सुविधा है, न पीने के पानी का प्रबन्ध है न खाने का आराम है और न लाइट का ही ठीक प्रबन्ध है । काजीपेट एक बडा जक्शन है । पर यहां पर भी ये सुविधाये नही है ।

इसके अलावा काजीपेट से थ्रू कनेक्शन भी नही होते । इसकी अत्यन्त आवश्यकता है । ये जो १४ प्रदेश भारत में बने है, इनकी राजधानियो तक लोग तथा माल आसानी से पहुच सके इसको ध्यान में रख कर ही रेलवे विभाग को प्रबन्ध करना चाहिए । रेलवे के जो उच्च कोटि के अधिकारी है वे इस पर सोचे और पालिया- मेंट के मेम्बरो से मिलकर योजना बनाये । हम यह नही चाहते कि वे कोई काम ऐसा करें कि जो कानून के खिलाफ हो । हम नही चाहते कि वे कोई गलत सलत चीजे करें । हमारा उद्देश्य जनता को अधिक से अधिक सुविधा देना है । इसलिए जो रेलवे कर्मचारी है उनको इसी दृष्टि से काम करना चाहिए । ऐसा होगा तभी लोगो को इस विभाग पर विश्वास होगा ।

मैं एक बात और आपके सामने रखना चाहता हू । काजीपेट बल्लारशाह लाइन पर १२ स्टेशनो के रीमाडलिंग के लिए ४५ लाख रुपया रखा गया था लेकिन उस दिशा में कुछ काम शुरू नहीं हुआ है । यह कब तक होगा इसका भी कोई अनुमान नही है ।

एक बात और कहना चाहता हूं। इस बारें में मैं ने अनस्टार्ड प्रश्न नम्बर ७४३ में भी पूछा था। वारंगाल कम्मम रोड पर एक अंडर ग्राउंड ब्रिज बनने की बात थी। उसके लिए हमारे माननीय सदस्य श्री सादत अली खां ने भी एक पत्र लिखा था पर उनको तो एकनालिजमेंट भी नहीं मिला। मुझे एकनालिजमेंट तो मिला है पर काम क्या हुआ है यह भगवान ही जानता है। इस अंडर ग्राउंड ब्रिज के लिए मैं ने वहां की म्युनिसिपैलिटी से दरख्वास्त की और वहा के इंजिनियरों और पी० डब्ल्यू० डी० के इंजिनियरों से सर्वे करवा कर केन्द्र को भेजा। लेकिन मेरे सवाल के जवाब मे कहा गया कि अभी उसे एग्जामिन किया जा रहा है। मेरी समझ में नही आता कि इस काम मे सालो और महीनो क्यों निकल जाते हैं। वह टैकनिकल परसन्स हैं और हमको टैकनिकैलिटिज मे डाल देते हैं। मैं यह कहना चाहता हू कि वे बहुत ज्यादा टैकनिकल न बने और जनता की सुविधा के लिये जल्दी काम करे और हम से भी इस काम में सहायता लें। हम यह नही चाहते कि जिस चीज के लिए हम कहे उसको आप साल ६ महीने तक लटका रखें। ऐसा होने से जनता को सरकार पर अविश्वास होने लगता है।

रेलवे मत्रालय ने कुछ नई लाइने डाली है जिनसे जनता को सुविधा होगी, विद्यार्थियो को सुविधा होगी और उद्योगो को सहायना मिलेगी। इसके लिए रेलवे मंत्रालय धन्यवाद का पात्र है।

उपाध्यक्ष महोदय. अब तो खत्म करना चाहिए।

श्री इ० मधुसूदन राव : मैं एक बात और कहना चाहता हूं। वह यह कि रेलवे स्टेशनों पर, खासकर बडे रेलवे स्टेशनो पर कोढ़ी बहुत आ जाते हैं। दिल्ली तो राजधानी है। पर यहां के स्टेशन पर भी कोढ़ी दिखायी देते हैं। मद्रास में कुछ ज्यादा हैं। लेकिन वे हर बड़े स्टेशन पर कलकत्ता और बम्बई तक पर दिखायी देते हैं। रेलवे विभाग को इस चीज पर ध्यान देना चाहिए। लोग इन स्टेशनों पर पानी आदि पीते हैं। हो सकता कि इन कोढ़ियों के रहने की वजह से उनके स्वास्थ्य पर बुरा असर होता हो।

मैं एक बार फिर रेलवे मंत्रालय को धन्यवाद देता हूं।

Shri T. B. Vittal Rao: The performance of the railways should have been far better in view of favourable circumstances In the matter of release of foreign exchange, the railways have been specially favoured; in the matter of getting loans from the World Bank, they were fortunate; in the matter of getting critical materials as stated by the Railway Minister, like iron and steel, they could get a better share of the imported materials. Taking all these things into consideration, the performance of the railways should have been far better, and much more goods could have been lifted. We find that we have lifted about 137 million tons of goods.

I do not want to say anything from my side Only yesterday, the hon. Minister of Steel, Mines and Fuel, while replying to a question on coal production, said that in the Karanpura coal fields they could not raise much more than what they have raised because of the fact that sidings have not been laid by the railways. Even from my own experience, I could say easily that if only there had been a railway siding, connecting the Smgareni coalfields with the Bellampalli railway station, we could have raised 5 lakhs of tons of coal during the last year The estimate given by the Railway Minister envisages that he is going to reach the target of lifting 162 million tons as envisaged m the Second Plan by the end of the Plan period. But considering the rate at which some of the things are proceeding, I am afraid he has taken a very complacent view of the thing. We have to lift that quantity, and we can do so

[Shri T B Vittal Rao]

only if effective and energetic measures are taken from now

The whole year has been very good so far with regard to certain workshops and certain other plants which are under the Railway Ministry The outturn in the Chittaranjan Locomotive Works has been good The number of coaches turned out from the Integral Coach Factory at Madras has been good The completion of the Ganga bridge one year ahead of the schedule is really a great achievement and a tribute to the Railway Minister I am very glad that one year has been made up out of the so many years lost over selecting a site for the Ganga bridge So also, our railways have done a very good job with regard to sending the machinery and materials required for the Rourkela and the Bhilai steel plants I hope and trust that the same enthusiasm will be displayed in transporting machinery and materials to Durgapur A day's delay in the setting up of the steel plant costs the nation so much Besides, by taking goods from place to place, by transporting them in time, the railways could contribute also to the regulation of the market forces I do not say that the railways regulate the market forces, but they could contribute towards the regulation of the market forces

Shri Jagjivan Ram: We have done that

Shri Tangamani (Madurai): Much more is necessary

Shri Nath Pai: But you can improve

Shri Jagjivan Ram Yes

Shri T. B. Vittal Rao: One improtant thing which was in the reply given by the Railway Minister to the debate in the Rajya Sabha is in regard to the manufacturing of diesel engines In view of the fact that today we are only producing ten per cent of the oil that we require, that is, the fuel oil that we require in our country, I would like the hon Minister to consider the economics of this, and consider whether we should import diesel oil for running these locomotives I am sure the diesel engines will certainly contribute to speed and will really raise efficiency of the running of the railways But under the present circumstances, when we have no synthetic oil plant, and when we have the foreign exchange difficulty, we have to consider whether this dieselisation is desirable Then again, the hon Minister suggested that the manufacture of the diesel engines will be entrusted to the private sector in collaboration with some foreign firms I would like to invite the attention of the Railway Minister to the Industrial Policy Resolution adopted in 1956, which clearly lays down that railway transport will be the monopoly of the State

Shri Jagjivan Ram: May I interrupt the hon Member? Diesel engines can be used in places other than the railways also, they will not be entirely for the railways

It is clearly laid down in the Industrial Policy Resolution that it will be open to the State to start any industry included in Schedule A and Schedule B when the needs of planning so require or when there are other important reasons for it, and in appropriate cases the private owned units may be permitted to produce an item falling within Schedule A for meeting their own requirements, or as by-products

This production of diesel engines will be a new unit It is not for supplementing what is already being produced Therefore, it will be contrary to the Industrial Policy Resolution adopted by Parliament in 1956

Regarding certain other items included in the Budget Estimates I have to say this When some items are included we sincerely feel that those works would be taken up For example, there is this conversion of Gudiwada-Bhimavaram line. There

was provision made last year in the Budget for this But the work has not started so far It was not a nominal provision that was made A sum of nearly Rs 14 lakhs had been provided in the Budget but not a single pie has been spent so far So also with the remodelling of the Kazipet railway station A sum of Rs 10 to Rs 14 lakhs has been provided, but the work has not started

The Estimates Committee strongly commented on that that when a provision is made that amount should be utilised That is the recommendation of the Estimates Committee But what do we find? We find, year after year in spite of the Estimate Committee's recommendation certain provisions for certain works are lapsing But when we view the whole thing we see that expenditure is also mounting How does this come about? It shows that while budgeting we are not planning properly The Estimates Committee had something to say about that also I hope and trust that in future such things will not happen

Regarding development of new rail links I am glad that some new rail links have been taken up which have not been included in the Second Plan I am only sorry that some one or two lines which were included in the Second Plan have not been taken up so far But I find from the Estimates that for the Robertsganj to Garhwa rail link a sum of Rs 17 crores has been provided It is a hundred mile link and it works out at the rate of Rs 17 lakhs per mile For the Guna-Ujjain rail link, a distance of 175 miles the provision is only Rs 12 5 crores I tried to see the map to know whether there is any big bridge which is going to cost some Rs 5 to Rs 10 crores falling on this line

Shri Jagjivan Ram: Hilly area

Shri T. B Vittal Rao: It is said, hilly area, difficult terrain But the difference seems to be very much This may be looked into

There are certain backward areas like Tripura Some rail link should be there These backward areas should be given special preference So also the Konkan lines, some special preference should be given to them also

Shri Jagjivan Ram. Shri Nath Pai comes from there

Shri T B Vittal Rao: In this House I raised it even three years back The *Free Press Journal* also wrote an editorial on that

Then I come to the running of trains From the running of the Grand Trunk Express you can judge the efficiency of the Railways When we were demanding that the running time of the G T Express is too much and it should be reduced the then Railway Minister reduced the running time by cancelling certain halts But, what has happened since the resolution about the unpunctual running of trains came up here? I find that the running time of the train has been increased From Delhi to Hyderabad, a distance of hardly 1000 miles which is little more than the distance of Delhi-Howrah we take 36 hours whereas the Kalka mail takes only 25 hours to Howrah Same is the case with the Frontier Mail between Delhi and Bombay For reaching Hyderabad, the capital of a big State we take 36 hours and for Madras a distance of 1300 miles we take 48 hours The time which has been decreased by cancelling the halts is lost We have lost the halts and also the time

I now take this deluxe train between Delhi and Madras The occupation ratio is very poor In spite of the fact that it is a very costly-run train the ratio is not even 15 per cent So I would request the hon Minister to do away with these deluxe trains I would not mind if he runs it as a mail train from Delhi to Madras There will be traffic for it There was a proposal in this House to run the G T Express with the mail speed so that there would not be dislocation At least twice a week let him run these deluxe trains as regular mail trains He may have an air-condition-coach also, if he so desires (*An Hon Member For whom?*) for foreign visitors, it is said I would refer to a few matters

Mr. Deputy-Speaker: He may leave me one minute to ask another hon Member to begin

Shri T B. Vittal Rao: I have not referred to several matters at all I find from the statistics that quite a number of officers have been added Between 1956 and 1958, there has been an increase of about a thousand officers, a big increase in the Railway Board also That is the time when all the other Ministries were observing economy I can understand that there is a great deal of activity going on all over the country But this enormous increase of 24 per cent should be gone into and a job analysis should be made

Shri Jagjivan Ram. It is being done

Shri T B Vittal Rao: Now I come to the temporary men In the railways as a whole 19 per cent of the persons are temporary Out of the 11 lakhs of railwaymen barring about two lakhs who are casual labourers we find 1 92 300 temporary men Some of them have put in a service of three years and more What is the justification? You have been increasing the staff at the rate of about 50,000 a year In 1956 it went up by 35,000 and this year by about 50 000 At least those who have put in more than three years should be confirmed straightaway and made permanent While the All India average is 19 per cent the figure for the Central Railway is 23 per cent That is to say 23 per cent of the employees of the Central Railway are temporary I do not know why it is so I know it is not due to the general policy of the Railway Board I have got some experience of personnel matters and how they are dealt with in the Central Railway This increase in the average in the Central Railway is due to the inefficiency of the personnel branch in the Central Railway I can say that without any fear of contradiction I have been representing cases The way they are replying, the time taken by them to settle certain cases which they think justified and other things do lead me to that conclusion Such a long time is taken, sometimes even two or three years That clearly shows and reflects little credit on the efficiency of the personnel branch I have got some more points but I shall conclude now

17 hrs.

Mr Deputy-Speaker: Is Shri Sampath there? No Kumari Vedakumari or Shrimati Sangam Laxmi Bai No (*Interruptions*) Shrimati Krishna Mehta

श्रीमती कृष्णा मेहता (जम्मू तथा काश्मीर) उपाध्यक्ष महोदय

एक माननीय सदस्य काश्मीर में तो कोई रेलवे लाइन नहीं है।

उपाध्यक्ष महोदय माननीय सदस्य कह रहे हैं कि काश्मीर में कोई रेलवे लाइन नहीं है

श्रीमती कृष्णा मेहता इसीलिए तो बोलने की आवश्यकता है।

श्री गणपति राम उपाध्यक्ष महोदय क्या मैं यह समझूं कि कल मुझे बोलने के लिए समय मिल जाएगा?

Mr Deputy-Speaker Shri Ajit Singh Sarhadi wanted to speak

Shri Ajit Singh Sarhadi (Ludhiana) I will speak tomorrow

श्रीमती कृष्णा मेहता मैं माननीय रेलवे मंत्री जी तथा रेलवे बोर्ड का धन्यवाद देना चाहती हूं कि उन्होंने जम्मू तथा काश्मीर की जनता की एक बड़ी मांग को पूरा करने की तरफ ध्यान दिया है और आशा की जाती है कि जल्दी से जल्दी रेलवे लाइन का काम भी वहां शुरू किया जाएगा

उपाध्यक्ष महोदय माननीय सदस्या कल अपनी स्पीच जारी रखें।

17.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 27th February, 1959/Phalguna 8, 1880 (Saka)

[*Thursday, February* 26, 1959/*Phalguna* 7, 1880 (*Saka*)]

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PAPERS LAID ON THE TABLE	3212-13

The following papers were laid on the Table.

(1) A copy of each of the following statements showing the action taken by the Government on various assurances, promises and undertakings given by the Ministers during the various Sessions of Second Lok Sabha —

(i) Supplementary Statement No II, Sixth Session, 1958.

(ii) Supplementary Statement No VI, Fifth Session, 1958.

(iii) Supplementary Statement No XV, Fourth Session, 1958

(iv) Supplementary Statement No XVII, Third Session, 1957.

(v) Supplementary Statement No. XXI, Second Session, 1957.

(2) A copy of each of the following Notifications under sub-section (3) of Section 8 of the Cinematograph Act, 1952 —

(i) G S R No 42 dated the 10th January 1959 making certain further amendment to the Cinematograph (Censorship) Rules, 1958.

(ii) G. S. R No 166 dated the 7th February, 1959

(3) Statement re the alleged refusal of the State Trading Corporation to supply caustic soda to members of the Non-Power Soap Manufacturers' Association.

RAILWAY BUDGET—GENERAL DISCUSSION	3214—3338

Further General Discussion on the Budget (Railways) 1959-60 continued. The discussion was not concluded.

AGENDA FOR FRIDAY, FEBRUARY 27, 1959/ PHALGUNA 8, 1880 (Saka)

Further discussion on the Railway Budget, 1959-60 and consideration of the Private Members' Resolutions.